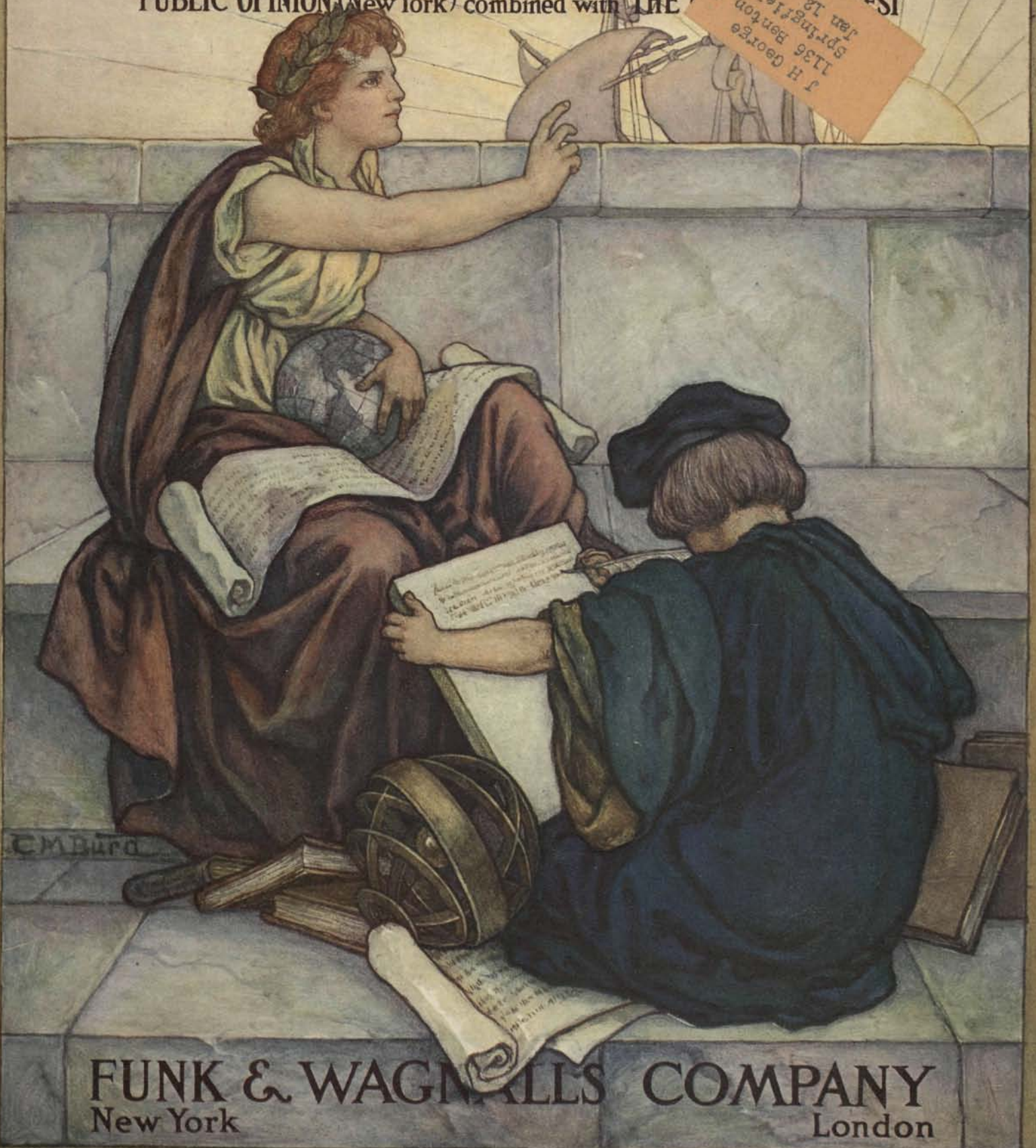


The Literary Digest

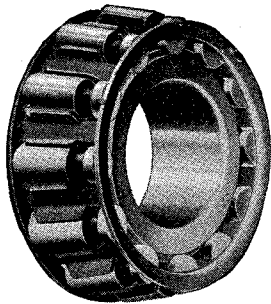
(Title Reg. U.S. Pat. Off.)

PUBLIC OPINION (New York) combined with THE

J H George
1136 Benton Ave
Springfield Mo
Jan 12 1912

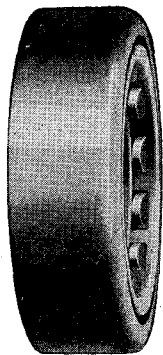


FUNK & WAGNALLS COMPANY
New York London



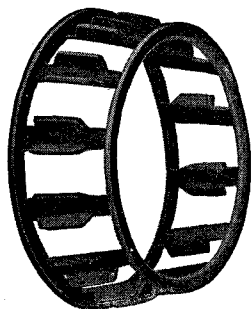
A Timken Bearing with Cup Removed

Tapered rollers, revolving about a cone, sustain more load because they carry it along lines—not on points as balls do.



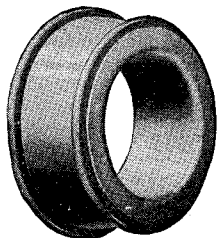
Complete Bearing, Side View

As the parts are all tapered, any wear can be wholly taken up by adjustment—by advancing the cone into the cup.



Cage that Holds Rollers in Place on Cone

It requires six operations and six annealings to make this one-piece cage out of flat sheet-steel.



Cone, Showing the Two Ribs

Two ribs on the cone are absolutely necessary to maintain the full line-contact, by keeping the rollers from twisting.



Timken "Short Series" Roller

This roller receives as great care, accuracy and fine workmanship as any part of a watch.

Motor Car Bearings Have to do Many Important Things

Keep friction down close to zero, of course.

Support all the load and stand all the shocks.

Meet "end-thrust" as well as vertical load.

Put off the day of wear that must come.

And take up that wear by adjustment.

TIMKEN TAPERED ROLLER BEARINGS

Under the tests of the most delicate friction-measuring instruments Timken Bearings show a co-efficient of friction so small as to be practically negligible.

Timken Bearings have greatest capacity for vertical load because they carry it along the entire length of their rollers, instead of on the points of balls.

They withstand side-pressure or "end-thrust" because their rollers are tapered and revolve at an angle to the shaft.

They show almost no wear—because the load is evenly distributed over a large enough area of contact.

And when wear does come—as it must come in any rotating parts ever made—that wear can be wholly taken up by adjustment, without the least sacrifice of the great Timken principles of efficiency.

Doing all these things means longest satisfactory service and lowest upkeep cost.

It is because the Timken Bearing does so perfectly all the different things good bearings must do that it is so widely adopted by American and Foreign motor-car builders.

You can get the whole story of axle and bearing importance and construction by writing to either address below for the Timken Primers, C-9 "On the Care and Character of Bearings," and C-10, "On the Anatomy of Automobile Axles."

For more than fourteen years the Timken Roller-Bearing Axle (made at Canton, Ohio) has been giving satisfactory service in horse-drawn vehicles



THE TIMKEN ROLLER BEARING COMPANY
Canton, Ohio

THE TIMKEN-DETROIT AXLE COMPANY
Detroit, Mich.



10,000 Cars at \$1,055 To Introduce Reo the Fifth

By R. E. Olds, Designer

To the Thousands Who are Buying

I am not writing this to sell more cars. The present demand taxes our utmost capacity. And the cars in use will sell our future output better than words of mine.

In all my experience of 25 years I have never seen a success like that of Reo the Fifth. I have never seen a car so popular.

What I have to say now is to you who are buying, largely through faith in me.

I want you to know that, despite this rush, there are hundreds of us watching every car. We are giving more than we promised.

And you who took my word—who are buying first—are getting an underprice.

Just the Start

Reo the Fifth is not built for a season. The present demand is just the beginning.

This car, remember, is the final result of 25 years spent in car building. It marks my limit—the very best I can do. And no car of the future can greatly improve on it.

The cars we sell now are sent out to sell others—to create reputation for My Farewell Car. And you may be sure that not a car goes out until we know it is utterly perfect.

Our Costly Care

We analyze the steel that goes into this car. Every part is inspected over and over. Every part with a flaw is rejected.

Every important part is put to radical test before it goes into the car.

The engines are tested for 48 hours. The finished cars are given more severe try-outs than in any other factory I know.

Parts are ground over and over to get utter exactness. Absolute silence in every part is demanded.

Each body is finished in 17 coats. The upholstering is perfect. To every part we give the final touch, regardless of time or cost.

For each of these cars is a salesman. Each will tell to hundreds of people the story of Reo the Fifth. And all our success in the future depends on the tale they tell.

The Underprice

There was never a car so underpriced as Reo the Fifth at \$1,055. Every man knows this who makes any comparison.

This price is ridiculous. It is too low to endure. The coming advance in the cost of materials is bound to send it soaring.

But we are content to sell 10,000 cars without regard to profit. So the present price will doubtless continue during the spring demand.

It goes to original buyers—to the men who first come to this car. And they will create our future

market. Their cars will be our future advertisements.

You early buyers are getting an inside price, and I am glad to know it. But men who expect the present price to continue are bound to be disappointed.

The Center Control

This Year's Best Innovation

The success of Reo the Fifth is largely due to our new center control. Here, for the first time, we

All the gear shifting is done by moving this center lever less than three inches, in each of four directions. It is done with the right hand.

Both brakes are operated by foot pedals, one of which also operates the clutch.

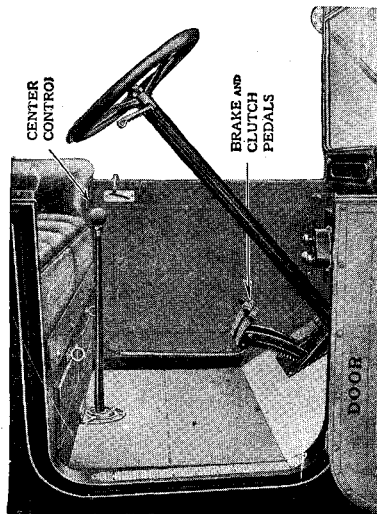
This arrangement permits of the left side drive, heretofore possible in electric cars only. The driver sits, as he should sit, close to the cars he passes and on the up side of the road.

The old side drive will appear very awkward when you once see this.

1,000 Dealers

Reo the Fifth is sold by dealers in a thousand towns, so everyone can easily see it.

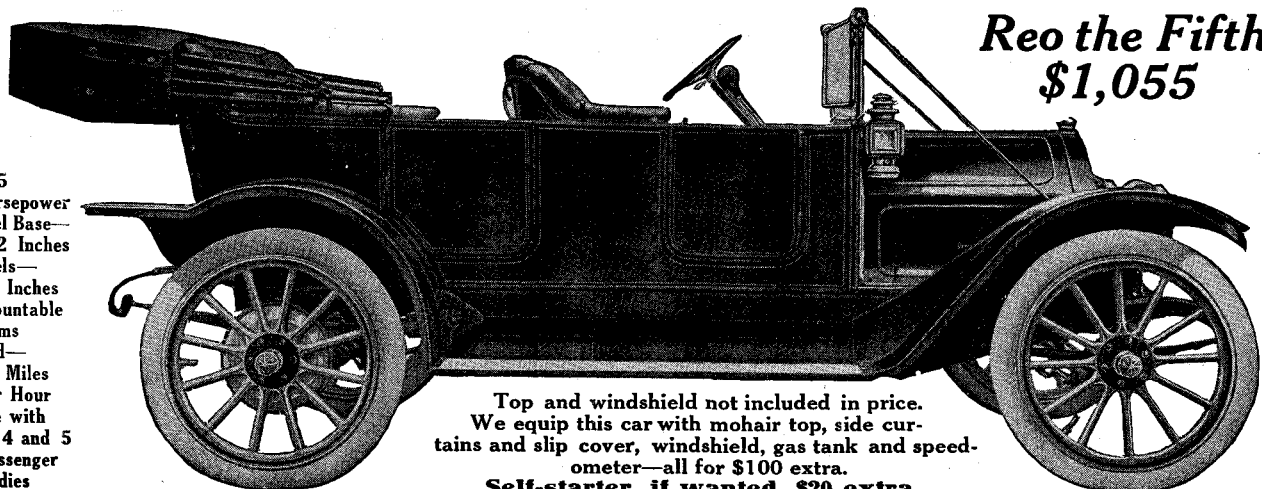
Our catalog shows the various bodies and gives every detail. Ask us to mail it to you. Address



get rid of all side levers. Both doors in front are clear.

R. M. Owen & Co. General Sales Agents for **Reo Motor Car Co., Lansing, Mich.**
Canadian Factory, St. Catharines, Ontario

30-35
Horsepower
Wheel Base—
112 Inches
Wheels—
34 Inches
Demountable
Rims
Speed—
45 Miles
per Hour
Made with
2, 4 and 5
Passenger
Bodies



Reo the Fifth
\$1,055

Top and windshield not included in price. We equip this car with mohair top, side curtains and slip cover, windshield, gas tank and speedometer—all for \$100 extra. Self-starter, if wanted, \$20 extra.

(79)



TABLE OF CONTENTS



TOPICS OF THE DAY:

As the Convention Approaches	1189
The "Titanic" Report	1191
Wilbur Wright	1192
Judge Lindsey's Victory	1193
New York Judges on the Rack	1194
Cuba's Race War	1195

FOREIGN COMMENT:

Britain's Olive-branch Rejected	1197
Italy and the European Press	1198
A Massacre of Strikers in Siberia	1199

SCIENCE AND INVENTION:

Spontaneous Generation Again	1201
Making Workmen Learn English	1202
Germans Fighting Our Machinery	1203
Rain that Follows Drought	1203
Extracting Perfumes at Home	1204

SCIENCE AND INVENTION (Continued):

"What is Sarsaparilla?"	1205
-------------------------	------

LETTERS AND ART:

Assailing the Royal Academy	1206
Taking Stock Architecturally	1207
Omnivorous Readers	1208
Balfour's Plea for Literary Cheerfulness	1208
Plays the Smaller Town Sees	1209

RELIGION AND SOCIAL SERVICE:

Methodism and its Bishops	1210
Catholic View of Woman-Suffrage	1211
Preparing Working-girls for Life	1212
The "Ritual Murder" Myth	1212

MOTOR-TRUCKS AND MOTOR-CARS

MISCELLANEOUS	1213-1222
	1223-1236

SYMBOLISM OF THE COVER DESIGN.—The design on our cover this week represents the Spirit of the Age, facing the rising sun, dictating to a writer the events of the progress of the times. It is the work of Miss Clara M. Burd.



This illustration is copyrighted by *Cosmopolitan* and is printed by permission.

EVERYTHING Is a Story

Even if it is only a letter telling the qualities of the molasses you have to sell. Most people tell their tales in a commonplace manner and therefore ineffectively. Take your own efforts for example. When you write a letter, prepare a sermon, draw a brief or in any way put your thoughts on paper, do you galvanize your words and make your readers thrill with unquestioning conviction?

George Randolph Chester

Author of *Get-Rich-Quick Wallingford*, and other stories, and who is probably the highest paid word-worker in America today, has prepared a fascinating volume treating especially of his art as a story writer, but equally helpful to every man, woman and child who writes anything from a letter to an advertisement, from a school essay to a club paper, from a news item to a magazine article. It is brimful of suggestions that will enable you to make your writing effective. Not a dull or uninteresting line in the whole book. It is as fascinating as one of the author's brilliant stories and it grips the reader like a romance.

Every business man, teacher, lawyer, student, sales manager, salesman, editor, reporter, club worker and story writer should have this work.

The chapters on Creativeness, Observation, Sympathy, Construction, Condensation, Marketing of Manuscripts, etc., will charm and enlighten you. The daughter and son in school will learn from a master how to prepare their compositions, the mother will be enabled to write her club paper in charming style, the father to make his business correspondence produce results.

Handsomely bound in cloth, gilt tops, printed from plates. Postpaid for \$2 the volume while this edition lasts.

Pin your name and address to a \$2 bill and send today

THE PUBLISHERS SYNDICATE

400 Odd Fellows Temple

CINCINNATI, OHIO

Married? THE SCIENCE OF A NEW LIFE.

By John Cowan, M.D. 400 pages. 100 illustrations. This is the most valuable book on the marriage relation ever issued. Circular giving full information sent free. Address J. S. Ogilvie Publishing Co., 571. Rose Street, New York.



A Happy Marriage

Depends largely on a knowledge of the whole truth about self and sex and their relation to life and health. This knowledge does not come intelligently of itself, nor correctly from ordinary everyday sources.

Sexology

(Illustrated) by William H. Walling, A.M., M.D., imparts in a clear, wholesome way, in one volume:

- Knowledge a Young Man Should Have.
- Knowledge a Young Husband Should Have.
- Knowledge a Father Should Have.
- Knowledge a Father Should Impart to His Son.
- Medical Knowledge a Husband Should Have.
- Knowledge a Young Woman Should Have.
- Knowledge a Young Wife Should Have.
- Knowledge a Mother Should Have.
- Knowledge a Mother Should Impart to Her Daughter.
- Medical Knowledge a Wife Should Have.
- All in one volume. Illustrated. \$2.00, postpaid

Write for "Other People's Opinions" and Table of Contents Puritan Pub. Co., 777 Perry Bldg., Phila., Pa.

You Can't Get A Popular Book

from a library—what you do get is the excuse that "it's out." We loan thousands on thousands by mail and buy a copy just for YOU. You can purchase or return it. Only the best books. Say what interests you and we will plan you a short reading course free. Business; health; self-help; house, home and field; recreation; religion; occultism; new thought; public questions; science, etc. Ask for lists and bi-weekly Library Critic, and state subjects in which interested.

ORIENTAL ESOTERIC LIBRARY, 126, WASHINGTON, D. C.

CLEAR COMPLEXIONS

"Comeliness More Than Skin-Deep" is the most comprehensive book upon the subject of facial disorders ever written. It explains how Nature, instead of medical aid, can aright repulsive skins.

Twenty-Five Cents (No Stamps)

E. A. ANDREWS, 232 North 3d St., Newark, N.J.

THE COMING CONFLICT OF NATIONS Or THE JAPANESE-AMERICAN WAR

By ERNEST HUGH FITZPATRICK, L.R.C.P.Ed. Cannot be procured anywhere except directly from the Author; sold exclusively by mail.

"The Advocate of India," Bombay: "Mr. Ernest Hugh Fitzpatrick has produced an armageddon which exceeds all previous attempts in that direction. Anyone desiring can procure a copy from his author and be thrilled with its battle pictures which usher in a peaceful and economic millennium as the most rational solution of the world's problems." Sent anywhere postpaid by the author, Dr. Ernest Hugh Fitzpatrick, Pontiac, Illinois, on the receipt of two dollars.

TEMPLE SHAKESPEARE

Red Leather 55c
Cloth 35c

Postage per vol. 3c



Printed from the Cambridge Text with Prefaces, Notes and Glossaries by Prof. Gollancz. A handsome and scholarly edition in the most convenient form for Library, Class, Reading Circle or Pocket. Clean type, fine hand-made paper, numbered lines. Vols. measure 4 x 5 3/4 inches and are printed in two colors.

Best Edition for Graduation Gifts

See it at your bookseller's or send for circular to E. P. Dutton & Co., 31 W. 23rd St., New York

Schools

Prepare for College at Home

You can prepare for College or complete your high school work at home by our simplified correspondence methods. Our courses meet all entrance requirements; they are written by members of the faculties of Columbia, Cornell, Pennsylvania, Mass. Inst. of Technology, Illinois, Chicago, Michigan and other leading universities. The American School is one of the largest educational institutions in the world and employs no agents, solicitors or collectors. Write for special College Preparatory Booklet.

American School of Correspondence

5761 Drexel Avenue

Chicago, U. S. A.

MISS COMPTON'S SCHOOL FOR CHILDREN OF RETARDED MENTALITY

Ten pupils. \$800 and upwards. 3809 Flad Avenue, St. Louis, Mo.

NEW YORK, Newburgh.

Home School for Backward and Nervous Children

Home privileges. Individual instruction. Personal care. For circular and particulars address THE SYCAMORE FARM SCHOOL, R.F.D. 4.



SHORT-STORY WRITING
A course of forty lessons in the history, form, structure, and writing of the Short-Story taught by J. Herz Esenwein, Editor, Lippincott's Magazine. 250-page catalogue free. Write to-day. THE HOME CORRESPONDENCE SCHOOL 71 Essex Place, Springfield, Mass.

CONNECTICUT

The Cheshire School FOR BOYS

Cheshire, Conn. Satisfied parents our best testimonials. Catalogue on request.

PAUL KLIMPKE, M.A. (Yale), Headmaster

CAMP S

HALCYON CAMP

Ferne Ridge Pocono Mts., Pa. A camp for girls. Tents if preferred—board floor. Tennis and Nature Study. Instruction if desired. Address:

THE MISSES METCALF'S SCHOOL Tarrytown-On-Hudson New York

Wholesome Books for Boys and Girls

IT takes a peculiar and somewhat uncommon talent to talk entertainingly to boys and girls. Among those who have shown a rare aptitude in this line are Dr. Banks, Dr. Burrell, Dr. Forbush, and Dr. Crafts.

¶ The following list is so varied that it appeals to all tastes. The reading of these books will stimulate every worthy ambition and enable boys and girls to avoid what is harmful in habit and in thought.

THE PROBLEMS OF YOUTH. A series of talks to young people on themes from the Book of Proverbs, consisting of thirty-nine character-building sketches. By LOUIS ALBERT BANKS, D.D. 12mo, cloth. \$1.30.

THE LURE OF THE CITY. A volume devoted to the young man who is about to enter city life from his rural home for the first time. By DAVID JAMES BURRELL, D.D., LL.D. 12mo, cloth. \$1.00.

LITTLE TALKS TO LITTLE PEOPLE. Arranged according to the Christian year, a talk for each Sunday from Advent to Christmas. Specially prepared in simple language and in style attractive to children. By JAMES M. FARRAR, D.D. 12mo, cloth. \$1.20.

A YOUNG MAN AND HIS PROBLEMS. Practically every topic is intimately handled that concerns the young man in his relations as brother, son, lover, husband, and father. His welfare physically, socially, and morally. By JAMES L. GORDON, D.D. 12mo, cloth. \$1.00.

HOW TO GET A POSITION AND HOW TO KEEP IT. This book is the outcome of long experience in a correspondence school devoted to securing positions for young men. By ROLAND S. HALL. 12mo, cloth. 50 cents.

JOHN PLOUGHMAN'S TALKS; or, plain advice to plain people concerning idleness, good nature, firmness, patience, seizing opportunities, faults, debts, home, spending, etc. 4to, paper. 12 cents.

THE BOYS' LIFE OF CHRIST. With the same vividness and movement that is found in the favorite juvenile biographies of popular heroes, the author portrays the heroic Jesus. With notes on Oriental customs and places of special value to Sunday-school teachers. In 1896. By WILLIAM BYRON FORBUSH, Ph.D., author "The Boy Problem." 12mo, cloth, 8 illustrations. \$1.25.

MY YOUNG MAN. By LOUIS ALBERT BANKS, D.D. Ten straightforward talks to young men. 12mo, cloth, 123 pages. 75 cents.

TWENTIETH CENTURY KNIGHTHOOD. Helpful addresses to young men in which examples of ancient chivalry are used to illustrate modern conditions. By LOUIS ALBERT BANKS, D.D. 12mo, cloth, 142 pages. 75 cents.

SELF-CULTURE. Intellectual, physical, and moral self-culture. By JOHN STUART BLACKIE. Cloth. 75 cents.

HEROES AND HOLIDAYS. Talks and stories about heroes and holidays, embraced in short illustrated lectures to boys and girls by twenty-one eminent clergymen. Edited by Rev. WILBUR F. CRAFTS, Ph.D. 12mo, cloth, 474 pages. \$1.25.

FOOTPRINTS OF CHRIST. The various phases of Christ and his work from a Scriptural point of view. The boyhood of Jesus, His labors, lessons, methods, and the striking scenes that made up His life are so depicted as to awaken fresh interest. By Rev. W. M. CAMPBELL. 12mo, cloth, 375 pages. \$1.50.

TALKS TO BOYS AND GIRLS ABOUT JESUS. With Bible links to make a complete and chronological life of Christ for the young. By Rev. WILBUR F. CRAFTS, Ph.D. 12mo, cloth, 377 pages. \$1.00.

THE IMITATION OF CHRIST. By THOMAS A'KEMPIS. 4to, paper. 15 cents.

SUCCESSFUL MEN OF TO-DAY and what they say of Success. By WILBUR F. CRAFTS, Ph.D. 12mo, cloth. \$1.00.

THE SANDALS. An idyl of sacred story about the sandals of Christ. It tells of their wanderings and who were their wearers, from the time that they fell to the lot of a Roman soldier when Christ's garments were parted among His crucifiers to the day when they came back to Mary. By Rev. ZELOTES GRENELL. 12mo, cloth, illustrated. 40 cents.

A BUNDLE OF LETTERS TO BUSY GIRLS. Practical common-sense talks to girls. By GRACE H. DODGE. 16mo, cloth. 50 cents.

WHAT OUR GIRLS OUGHT TO KNOW. Helpful talks on topics of interest and importance to every girl. By MARY L. STUDLEY, M.D. 12mo, cloth. \$1.00.

HOW TO WIN. Bright and entertaining talks to girls. By FRANCES E. WILLARD. With an introduction by Rose Elizabeth Cleveland. 12mo, cloth. \$1.00.

DANCE OF MODERN SOCIETY. The question of dancing considered in its various aspects. By Prof. WILLIAM CLEAVER WILKINSON. 12mo, cloth. 60 cents.

BETTER NOT. Practical talks about dancing, card-playing, and kindred topics. By Bishop JOHN H. VINCENT. 16mo, cloth. 50 cents. Edition de luxe, 75 cents.

THE CHRISTIAN GENTLEMAN. Bright talks to young men on practical matters of every-day life. By LOUIS ALBERT BANKS, D.D. 12mo, cloth, tasteful cover design by George Wharton Edwards. 75 cents.

STUDIES IN YOUNG LIFE. By Bishop JOHN H. VINCENT. 12mo, cloth, 260 pages. \$1.25.

TRAINING THE CHURCH OF THE FUTURE. A wealth of helps and hints for Christian Endeavor members. By Rev. FRANCIS E. CLARK. 12mo, cloth. 75 cents.

HERO TALES FROM SACRED STORY. The Old Bible heroes made to live again and do heroic deeds before the reader. 19 full-page half-tone illustrations from famous paintings and sculpture. By LOUIS ALBERT BANKS, D.D. 12mo, cloth. \$1.50.

TRUE STORIES OF HEROIC LIVES. Thirty-nine true stories of courage and devotion, gathered from all quarters of the world and from all walks in life. 12mo, cloth, 320 pages, cover design. Illustrated. \$1.00.

SERMON STORIES FOR BOYS AND GIRLS. Forty-six short stories of great interest, with which are interwoven lessons of practical helps for young minds. By Rev. LOUIS ALBERT BANKS, D.D. Illustrated. 12mo, cloth. \$1.00.

SONG STORIES FOR LITTLE PEOPLE. Over 200 pleasing and helpful stories in verse. Edited by W. H. LUCKENBACH, D.D. 12mo, cloth. \$1.00.

YOUNG PEOPLE'S PRAYER-MEETINGS. How to conduct them. By Rev. FRANCIS E. CLARK. 12mo, cloth. 75 cents.

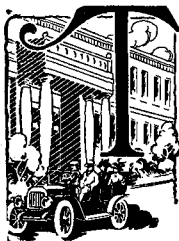
ESTRANGEMENT OF YOUNG PEOPLE FROM CHRISTIANITY. It throws strong light upon the reasons for the "estrangement" of which it treats. By EUGENE BERSIER. 16mo, cloth. 50 cents.

TRAPS FOR THE YOUNG. With descriptions and warnings. By ANTHONY COMSTOCK. 12mo, cloth, 257 pages. Frontispiece. \$1.00.

Funk & Wagnalls Company, Publishers
44-60 East 23rd Street :: New York City

Rubber and Its Relation to Tire Values

By H. S. Firestone



THE subject of rubber as used in automobile tires has heretofore been a closed book to the tire user. And such little information as has been given has not created very definite or accurate impressions.

Many believe that all rubber comes from Para. The fact is that Para is only one port in the vast South American rubber zone.

The finest rubber, the world's standard of value, comes from the upper Amazon Valley—this grade being known as Up-River Fine Para. The difficulties and dangers of gathering this rubber add greatly to its cost. From the lower Amazon Valley are obtained the weaker and cheaper grades of Brazilian rubber.

The Meaning of "Para" The next quality of rubber to fine Para comes from the Island of Ceylon and the Federated Malay States, where nearly a million acres have been devoted to rubber culture.

Africa is another source of supply, Mexico another, but the rubbers are inferior.

The Yearly output of the world approximates 85,000 tons, a very small part of which is first quality Para, although Brazil produces one half of the total supply.

So, in spite of all that tire makers have had, and still have to say about "Pure Para"—the fact that Para rubber is used means little.

First—because of the several kinds or grades of rubber shipped from South America under that trade name. One can use a low grade or a costly Para. Either may be pure.

Second—because it is not whether Para is used—but how it is used—the quantity used, that is vital to tire efficiency and service.

No tire is *pure rubber*. That is out of the question. And *all* rubber tire would not, could not, give the service. A compounding of mineral substances with the rubber is essential.

The formulas followed for the different compounds used in the various sections of the tire are what largely govern *price* and *quality*.

The chemist in charge of the laboratory is instructed according to the manufacturer's aims and standards. He makes a high grade compound if quality is the end in view or a poor, cheap compound if price is the object.

Zinc, white lead, etc., are cheaper than rubber.

Gold Coast, South Cameroon and other African rubbers, are cheaper than Para—Plantation rubber, Coarse Para, Cameta Para and Manicoba are cheaper than Up-River Fine Para.

Tire Makers Temptations And the price of all raw rubber is high enough and unsteady enough to be a source of constant anxiety. The temptation is great. Perhaps the tread mixture could stand more compounding, or the quantity used for each tire reduced a bit.

Then there is the side-wall mixture, the grade and volume of rubber used for the cushion and fabric saturation. All presenting opportunities for "economy" (?)—all temptations for the tire maker to lower his cost, cheapen his product.

But there can be no compromise. *Quality* tires *must* have the highest quality and ample quantity of rubber here, there and everywhere.

Yet it is not all a matter of ounces and pounds or dollars and cents. If this were not true, if expenses were the *only* consideration perhaps "Firestone" tires would have been duplicated.

There is the element of the chemist's genius or "know how" to reckon with in tire making.

The Service of Science In producing the "Firestone" compounds, results were obtained that go beyond commercial values. The aim was the most efficient, strongest and longest wearing tire possible. Money was no object. All the Up-River Fine Para necessary was used. The highest grade material in any quantity required was employed.

The goal being reached, the standard has been maintained ever since, regardless of cost.

So the "Firestone" compounds, and therefore the "Firestone" tire as a whole, is *more* than high grade in quality and quantity of rubber. This is one reason for the leadership of "Firestone" tires for 12 years with never an "off" season.

Fortunately for car owners and the tire industry, the demand for tires has been so great that the growing volume of business has offset such increases in cost of materials and labor as have occurred. The price of rubber is becoming more steady, too, owing to the influence of the large plantations on the world's market.

Giving Users The Benefit More lately the car owners' interest has been best served by greatly enlarged manufacturing capacity and improved facilities generally, making even a reduction of price possible.

The new "Firestone" plant is three times the size of the factory occupied only a year ago—yet both plants are in full operation, the old is used *exclusively* for rims, the new *exclusively* for tires. Concentration counts.

The Firestone Tire & Rubber Company make *only* tires and rims—the largest organization of this kind in the world

Smooth Tread "Firestone" Tires Non-Skid

Built with the one object of road service in view. Cost of materials and workmanship is the last consideration. It is because of this unvarying standard of efficiency, regardless of cost, that Firestone tires are supreme under all conditions, at all seasons in all climates.

An inferior grade of rubber, or an insufficient quantity of rubber in compound, will not give road results in ease of riding or mileage service. That's why Up-River Fine Para rubber in largest proportions is used in building tires at the Firestone factory.

Weak, poorly constructed Fabric,

made of inferior grade cotton, cannot long withstand the strain of ordinary road service—it can never get through the emergency tests. That's why Firestone tires are made of the strongest, most expensive Combed Sea Island Cotton, accurately and completely filled with purest Para rubber.

Skimping in workmanship means skimping in mileage given. That's the reason Firestone factory tests provide for far more than average road tests.

These are the reasons why Firestone Tires cost a little more to buy but cost much less to use. *The one supreme quality in all standard types for all rims.*

The Firestone Tire & Rubber Company
America's Largest Exclusive Tire and Rim Makers
Akron, Ohio





THE LITERARY DIGEST



PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Benj. F. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; Robert Scott, Sec'y), 44-60 E. 23d St., New York

VOL. XLIV., No. 23

NEW YORK, JUNE 8, 1912

WHOLE NUMBER 1155



TOPICS OF THE DAY



AS THE CONVENTION APPROACHES

WITH GROWING INTEREST and suspense the public sees the fight for the Republican nomination shift from the individual States to the national convention, and little fear is now felt that the dash and fury of the pre-convention campaign will leave no thrills for that gathering. With more than three hundred contests to be passed upon by the national committee, and finally by the convention itself, and with both Colonel Roosevelt and Mr. Taft confidently claiming a majority of the delegates, and vehemently repudiating any suggestion of compromise, the dramatic climax approaches. To the New York *Herald* (Ind.), which favors Taft, it looks as if both would enter the convention on equal terms, in which case the half-hundred La Follette and Cummins delegates, holding the balance of power, may either decide the contest in favor of Taft or Roosevelt, or force the nomination of a compromise candidate. At the same time come rumors by way of the Washington correspondents that both the Colonel and the President are prepared to bolt the ticket in case the nomination goes to the other.

"As the day approaches, the question becomes important as to what rules will govern the heavy-weight contest at Chicago," remarks the Springfield *Republican* (Ind.), which adds: "A fair guess is that there will be 'hitting in the clinches,' not to say biting, that everything else will 'go,' and that, to borrow a figure from another pastime, 'the limit will be off.'" Elsewhere the same sedate paper predicts that Chicago will see "a fight to make somebody's head swim," and very generally we notice this tendency of the editors, when discussing the Republican situation, to resort to the phraseology of the sporting page. No less pertinent, if less picturesque, is the following comment of the Boston *Transcript* (Ind. Rep.)—like *The Republican*, a strongly anti-Roosevelt paper:

"The main effect of Roosevelt's success in the New Jersey primaries is to push the probability of the nomination being fought out in the Chicago convention almost to the condition of a certainty. . . .

"But the Roosevelt host will be antagonized by very experienced campaigners who have seen many conventions and are not likely to be stampeded by noise. It is overlooked by many commentators on the situation that President Taft's strength is widely diffused. He has a large majority in New England; the anti-Roosevelt delegates from New York are as eight to one; the greater part of the South is with Taft, not merely the delegates from those Southern States in which the Republican organization is a skeleton, but from Tennessee, which has a

Republican governor, and which can throw far more than 100,000 votes for the Republican ticket. The elements for a strong opposition to a Roosevelt stampede are with President Taft, despite his non-success in Illinois, Pennsylvania, Ohio, and New Jersey."

The Roosevelt papers say the Colonel has saved his party. "The Republican party would have died of dry-rot if we had not made this fight," declared Mr. Roosevelt, at the close of his New Jersey campaign, and this view of his candidacy is insisted upon by his newspaper champions when the Taft organs accuse him of party-wrecking. Thus the Philadelphia *North American* (Prog. Rep.) reminds us that three months ago even Republicans were very generally conceding that 1912 looked like a "Democratic year." "The feeling of the Democrats was absolute confidence; of the Republicans, resignation to the inevitable." But all this has changed since the Colonel entered the race for the nomination, says *The North American*, and now "the overwhelmingly prevailing feeling among experienced political observers and the mass of the people alike, is that victory for the Republicans in November is definitely foreshadowed—this feeling, of course, being based upon the belief that Theodore Roosevelt is assured of the nomination." "There is not a candidate before the Baltimore convention who does not know the fact that the Chicago convention is to nominate Roosevelt," declares the New York *Evening Mail* (Prog. Rep.), which finds confirmation of this opinion in the warnings addressed by leading Democratic journals to "sober, self-respecting" Republicans to reject Roosevelt and save the grand old party. "Why should Democratic papers constitute themselves the guardian angels of Republicanism?" asks *The Mail*. According to the Washington *Herald* (Ind.), however, "the feeling among the Democrats is that either Taft or Roosevelt can be defeated, now that the chasm in the Republican party has become so wide and deep," and Senator John Sharp Williams (Dem., Miss.) predicts that "after the two Kilkenny cats get through, there won't be any Republican party left, and the Democratic party will go in by default."

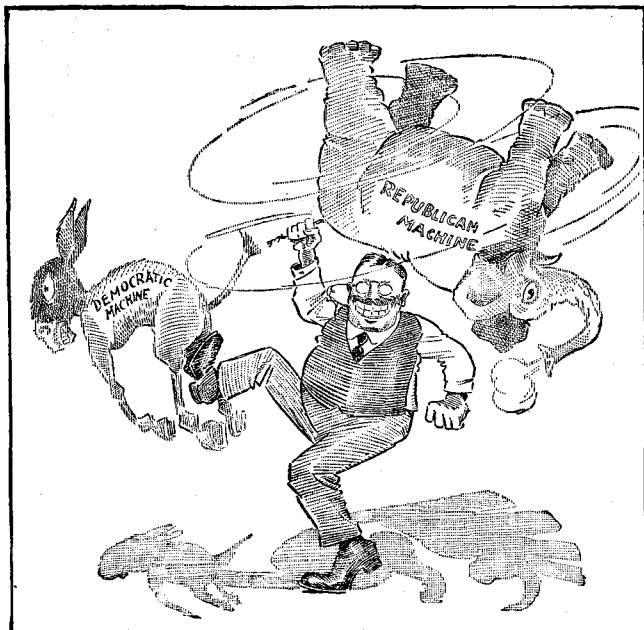
Turning back to Colonel Roosevelt's sweeping victory in New Jersey, which gave him all of that State's twenty-eight delegates, and a popular plurality of something like 15,000, we find the expected elation on the part of the Roosevelt papers, while the President's supporters get what comfort they can from the thought that they did not need New Jersey, anyway.

TERMS: \$3 a year, in advance; four months, \$1; single copy, 10 cents; postage to Canada 85 cents a year, other foreign postage \$1.50 a year. **RECEIPT** of payment is shown in about two weeks by date on address label; subscription including the month named. Instructions for **RENEWAL**, **DISCONTINUANCE**, or **CHANGE OF ADDRESS** should be sent two weeks before the date they are to go into effect. Both old and new addresses must always be given. **DISCONTINUANCE:** We find that many of our subscribers prefer not to have their subscriptions interrupted and their files broken in case they fail to remit before expiration. Nevertheless, it is not

assumed that continuous service is desired, but subscribers are expected to notify us with reasonable promptness to stop if the paper is no longer required. **PRESENTATION COPIES:** Many persons subscribe for friends, intending that the paper shall stop at the end of the year. If instructions are given to this effect, they will receive attention at the proper time.

Published weekly by Funk & Wagnalls Company, 44-60 East Twenty-third Street, New York, and Salisbury Square, London, E. C.

Entered at the New York Post-office as Second-class Matter.



TEDDY HASN'T BEEN TRAINING IN AFRICA FOR NOTHING.
—Plaschke in the Louisville Post.

STIRRING

"It is evident," admits the New York *Tribune*, an administration paper, "that the President's renomination depends on his holding in line the delegates so far accredited to him, and winning a majority of the contests." But in *The Tribune's* Washington correspondence we find the President's case stated more confidently. To quote:

"The President believes that, wholly irrespective of New Jersey, he has more than enough delegates to effect his nomination on the first ballot. He does not regard any of the primaries which have been won by Mr. Roosevelt as indicative of the sentiment of the party, for the reason that in every instance where Mr. Roosevelt has been victorious he has polled so small a percentage of the total Republican vote. The President has always had his misgivings regarding the efficiency of popular primaries to afford an accurate indication of the wishes of a majority of the voters, and he feels that in all the States where they have been tried they have failed because of the unwillingness of the voters to go to the polls. . . .

"Those who have been investigating the Roosevelt contests assure the President that there is nothing to them, and that the national committee, acting with the strictest and most impartial justice, will be compelled to decide against every Roosevelt contestant, which will, of course, give the President a comfortable majority."

The President, as we read in Charles P. Taft's paper, the Cincinnati *Times-Star*, "feels that he stands for a great cause; whatever else happens, he will carry the war through to a conclusion."

"I think the ring is in the hat, now," shot back the Colonel when somebody in an audience he was addressing at Gettysburg asked if his hat was still in the ring. On the same occasion he dealt vigorously with the charge that if elected he would be a dictator, remarking:

"I have too much respect for you to tell you that you are in no danger of a dictatorship. When any man tells you that, get him a nurse and a perambulator, for if he really believes it, he isn't fit to be at large."

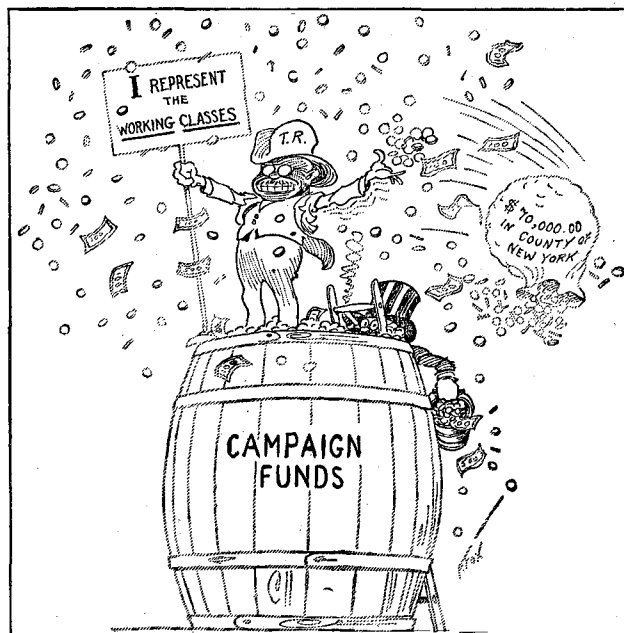
Another class of his opponents he dubbed "men with brains of about three-guinea-pig power."

"New Jersey settles it," is the verdict of such Roosevelt organs as the New York *Evening Mail*, Boston *Journal*, Baltimore *News*, Washington *Times*, and Philadelphia *North American*, while even so hostile a paper as the New York *World* (Dem.) admits that "the New Jersey primaries must be accepted as a fair test of the sentiment and interest of the voters in the presidential contest," since—

"In no other State has money or political organization played so small a part in the campaign. With a strict registration law and a drastic corrupt-practices law the opportunities for corruption were reduced to a minimum. The ballot was so simple and the issue was so plain that no obstacles lay in the way of the voter's expressing his presidential choice."

And another Democratic paper, the New York *American*, declares that "Mr. Roosevelt's indorsement comes direct from the people;" to repudiate it "is not merely to deny the nomination to Mr. Roosevelt—it is to deny to the people the right to make the nomination."

After reviewing the story of the Roosevelt boom from its



"I HAVE NO ONE WITH ME BUT THE PEOPLE!"
—Fox in the St. Louis Republic.

TIMES

beginning, the Chicago *Evening Post* (Ind.), until very recently an anti-Roosevelt paper, remarks:

"This is the story of a great fight—one of the most marvelous that American politics has ever seen. Its triumph is not complete. Theodore Roosevelt has no clear majority in the convention. But in the eleven preferential-primary States—States which the Republican party must carry next November if it is to carry the election—he has won a simply overwhelming plurality. And if he does win the nomination, let all those who see this 'dictator' chimera remember that he won it not because he is 'the man on horseback,' but because the plain people of the United States wanted him as their champion."

Will Colonel Roosevelt bolt the convention if he can not control it? is a question asked on every side. Many editors are shaking their heads over his recent statement that

"In Chicago we will put through our program. . . . We will not permit the representatives of special privileges to upset the verdict that the people have come to. We mean every word we say."

The New York *Times* (Ind. Dem.) indignantly denounces the Colonel's statements as to the control of the convention as "nothing short of rebellion"—"a threat to defy the national committee, to override the party's wishes, and, in effect, to break up the convention." Mr. Roosevelt is playing a very dangerous game," declares the Philadelphia *Inquirer* (Rep.). But the Baltimore *News*, discussing the question of "why there is talk of a bolt, and who is responsible for it," says, "the talk of Colonel Roosevelt's bolting is either bluff and bluster, or the preliminary to a carefully arranged plot to force a situation in which he must bolt."

THE "TITANIC" REPORT

"NEW LAWS will best testify our affection for the dead," declared Senator Smith in his speech presenting the report of the Senate sub-committee which conducted the inquiry into the loss of the *Titanic*. And it is in the new laws recommended by this committee that the press are inclined to find the most valuable results of its work. For, as the *Philadelphia Public Ledger* remarks, "practically every important fact in the report has long been known to the public, and the main conclusions reached by the committee have been independently drawn by the people." The *New York Journal of Commerce*, indeed, finds nothing novel in such suggestions as "that lanes of travel should be more carefully defined, the structural strength, life-saving appliances, and discipline of crews upon such vessels should be improved, and greater vigilance observed in navigating them." Yet the promised enactment of these "sound" reforms by the United States Government, supplemented by such recommendations as the English Board of Trade may make at the close of its inquiry, convinces the *Boston Transcript* that even out of so great an evil as the sinking of the *Titanic* "good will come." "In the end these two inquiries will greatly conduce to the safety of all life at sea."

Both the Senator's speech, and the committee's report, which have evoked some sneers from London, find hearty favor in the eyes of the American press. Tho they admit that it contains "unnecessary rhetoric," the *Springfield Republican* and New



"YOU'RE MINE."

—Minor in the *St. Louis Post-Dispatch*.

IN THE PARTY

York Evening Post consider it a fair, temperate, and useful summing up of the results of the investigation. As for the committee's work, the *New York World* speaks for many of its contemporaries in judging it to have been "well and thoroughly done at a time of high public excitement." Senator Smith's own comment on his confessed unfamiliarity with nautical affairs, that "energy is often more desirable than learning," is deemed by most of the New York editors as a sufficient reply to his critics on both sides of the Atlantic. "The tenor of this report," observes the *New York Times*, "is justification for the manner of its procurement."

Those looking to Senator Smith to fix upon some one personal responsibility for the disaster, hear almost nothing of Mr.

Ismay. They learn, however, in the words of the *New York Tribune's* Washington correspondent, that "blame for the *Titanic* disaster is chargeable directly to the failure of the dead Captain Smith to heed repeated warnings of icebergs ahead, but responsibility for unnecessary loss of life must be shared by Captain Lord of the steamship *Californian*, through his disregard of distress signals." Nor does the British Board of Trade escape all responsibility, in the judgment of Senator Smith, who declares that to its "laxity of regulation and hasty inspection the world is largely indebted for this awful fatality." The White Star Line is also scored for the lack of discipline on board the *Titanic*, and for sending her on her maiden voyage with so inferior a crew. Officers of the line in New York City are criticized for "battling with the truth" after receiving the first information of the accident the morning after.

Praise as well as blame was meted out. The Senator from Michigan paid a tribute to the personal heroism of Captain Smith, his officers, and the wireless operators. Congress, upon recommendation of the committee, gave Captain Rostron of the *Carpathia* a vote of thanks and a gold medal.

The principal conclusions which the investigating committee arrived at, after review of all the evidence, are summarized as follows in the Associated Press dispatches:

"The supposedly water-tight compartments of the *Titanic* were not water-tight, because of the non-water-tight condition of the decks, where the transverse bulkheads ended.

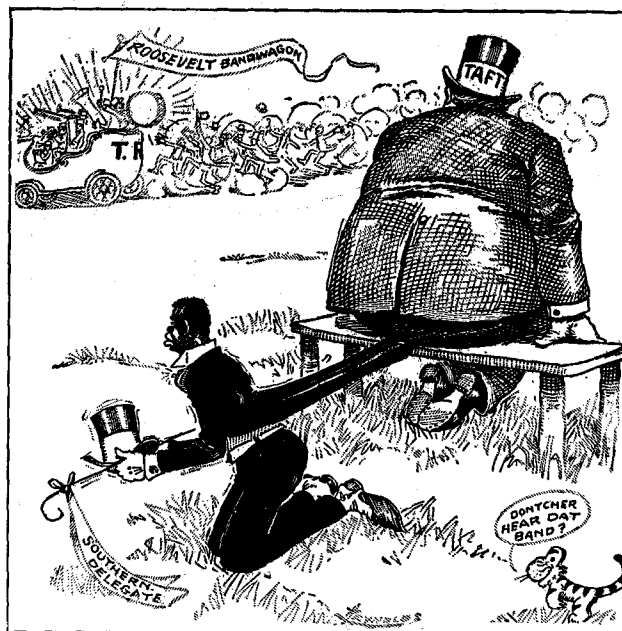
"The steamship *Californian*, controlled by the same concern as the *Titanic*, was nearer the sinking steamer than the nineteen miles reported by her captain, and her officers and crew 'saw the distress signals of the *Titanic*, and failed to respond to them in accordance with the dictates of humanity, international usage, and the requirements of law.' The committee concludes that the *Californian* might have saved all the lost passengers and crew of the ship that went down.

"Eight ships, all equipped with wireless, were in the vicinity of the *Titanic*, the *Olympic* farthest away—512 miles.

"The mysterious lights on an unknown ship, seen by the passengers on the *Titanic*, undoubtedly were on the *Californian*, less than nineteen miles away.

"The full capacity of the *Titanic's* life-boats was not utilized, because, while only 706 persons were saved, the ship's boats could have carried 1,176.

"No general alarm was sounded, no whistle blown, and no systematic warning was given to the endangered passengers, and it was fifteen or twenty minutes after the collision before Cap-



COLORADO DELEGATE—"Dat sure am de most exasperatin' music."
—Reynolds in the *Portland Oregonian*.

OF LINCOLN.

tain Smith ordered the *Titanic's* wireless operator to send out a distress message.

"The *Titanic's* crew was only meagerly acquainted with its positions and duties in an accident, and only one drill was held before the maiden trip. Many of the crew joined the ship only a few hours before she sailed, and were in ignorance of their positions until the following Friday.

"No discussion took place among the officers, no conference was called to consider' warnings of ice, 'and no heed was given to them. The speed was not relaxed; the lookout was not increased.'

"The committee believes many more lives could have been saved had the survivors been concentrated in a few life-boats, and had the boats thus released returned to the wreck for others."

The committee's recommendations for legislation are embodied in a bill whose chief provisions are thus stated in the daily press:

"Vigilant supervision over steamships by the steamboat-inspection service, which is authorized to issue inspection certificates.

"Life-boat capacity for every passenger and member of crew, the passengers to be assigned to a place in the boats before sailing, and the crew to be drilled in manning the boats by constant practise.

"Two electric search-lights for every ship carrying more than one hundred passengers.

"The regulation of radio-telegraphy, with provisions that ships shall have an operator on duty at all times.

"A water-tight inner skin, or hull, either in the form of longitudinal bulkheads or of an inner bottom.

"Transverse bulkheads extending from side to side of the ship, and continued vertically to the uppermost continuous structural deck."

Many sincerely regret, with the *Cleveland Plain Dealer*, "that the memory of gallant Captain Smith of the *Titanic* must be darkened by knowledge of the absolute foolhardiness of his conduct during the closing hours of his life." Yet such, it believes, is "the irresistible logic of the situation. Smith gambled with the lives of 2,300 people, and lost all but a remnant of his ghastly stake." With this judgment, the *New York Press* and the *Philadelphia Press* concur, and approve of the committee's refusal to divide the captain's responsibility with Mr. Ismay.

The condemnation of Captain Lord of the *Californian* is severe, but the *New York Times* and *Springfield Republican* agree that it is "no more so than the evidence warrants." A careful editorial review of the captain's evidence, given in the editorial columns of the *New York Sun*, would seem to confirm the opinion of the two other papers that he appeared in an even worse light in London than in Washington.

The report of the Senate Committee, avers the *New York World*, is "a grave indictment of the methods employed in ocean traffic where the lives of thousands of human beings are daily involved." Yet it adds that the lesson is being learned—the *Titanic's* successor as the biggest steamship in the world, the recently launched German liner *Imperator*, is to be provided with life-boats enough to carry all on board. And the *New York Evening Post* notes that this new steamer "is to carry a special first officer, whose sole duty will be to attend to the safety of the ship, and those upon it."

WILBUR WRIGHT

IT MAY BE too early to make an accurate estimate of Wilbur Wright, but even the French press, which, until his death on May 30, refused to give him full credit for his achievements, now acknowledges that he was "the father of aviation." With him disappears an amazing inventor, "the first and most celebrated of all aviators," says *Le Temps*, which goes on to say that he was "a genius who enabled the world to witness flight by mechanical apparatus, the secret of whose support in the air he found before any one else." And Georges Bans, Secretary of the Aero Club of France, is no less eulogistic. He says that Wright "seemed something more than a man,

rather a superman who dwelt in regions where others could not go." "Before Wright came to France," says Count De La Vaux, another eminent French authority, "all other attempts at flying were like hopping on fleas." Nearly all the Paris dailies agree, say cable dispatches, that France's supremacy in aviation is due to the fact that Wilbur Wright and his brother Orville paved the way. Nor is the British press any less appreciative than the French. The *London Daily Mail* says that "he, with his brother, stands forth as the true-conqueror of the air," while *The Daily Telegraph* classes him as one of the world's geniuses. The *London Times* remarks that altho it is too early to make a complete estimate of his services to science, "it can not be doubted that his achievements are immortal."

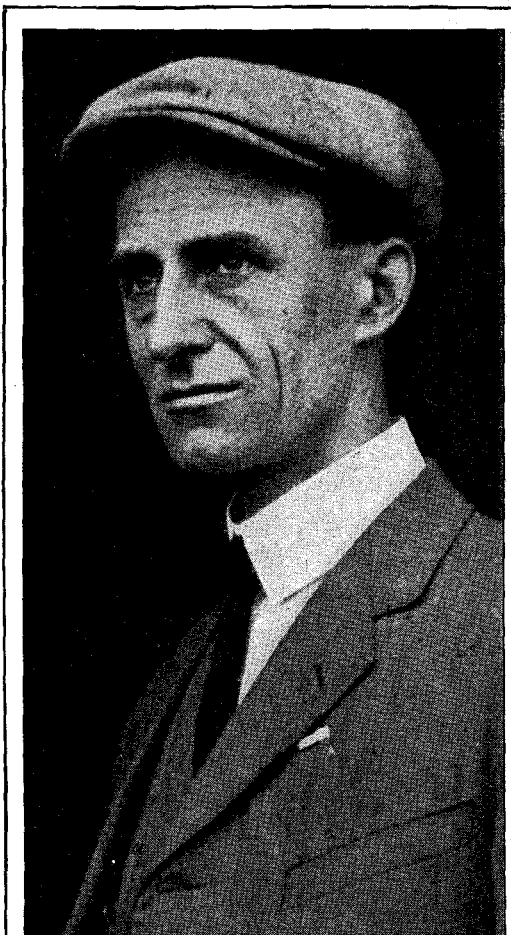
Here at home, Wilbur Wright is likened in rank to many of the greatest inventors in the world's history. President Taft writes that he "deserves to stand with Fulton, Stephenson, and Bell," and we find this in the *New York Evening Mail*:

"The name of Wilbur Wright . . . will be the peer of those of Morse and Fulton, and the superior of those of Howe and Whitney. It will testify forever to the greatness of cool method to the mastery of solid research, to the sublimity of modest and unwearied pertinacity. Wright's

achievement celebrates worthily the American genius, which is the genius of the machine."

Altho he is reckoned as one of the two pioneer birdmen, says the *Washington Star*, Wilbur Wright "has never failed to give full credit for the fundamentals of his knowledge of aeronautics and his grasp of the laws of flotation to those who preceded him in the theoretical field of research, and particularly to Langley." The *New York Times* reminds us that in the matter of theory he was indebted to Langley and several men long dead, but he "will rank in future generations with Watt, Stephenson, Morse, Edison, and Bell." The *New York Sun* remarks that it will always be a peculiar pride to Americans to honor the Wright brothers, and of Wilbur's individual career the *New York Tribune* observes:

"On the very eve of his epochal demonstrations he was ridiculed in his own country; largely, no doubt, because of the manner in which he kept his own counsel instead of catering to the feverish taste of sensation seekers. So when he went to



WILBUR WRIGHT.



"WHY DON'T YOU TACKLE THE BIG GAME?"

—Harding in the Brooklyn Eagle.

France in quest of recognition which his own country hesitated to give, this impassive, taciturn, ascetic Puritan failed at the first moment to command confidence, and was indeed denounced as a 'bluffeur'—the habit of 'bluffing' being perhaps of all things most foreign to him! But the next day he had France at his feet. He was 'the master aviator,' he was 'the Lord of the Air,' and the most expert of French aviators were 'as little children beside this American.' Social attentions, medals innumerable, and membership in the Legion of Honor were bestowed upon him. Presidents, Emperors, and Kings were eager to shake his hand, and the Old World and the New alike acclaimed his genius; amid all which he remained ever the same serious, modest, tremendously earnest man who had patiently worked his way from playing with a child's toy to a practical realization of one of the most ambitious dreams of the ages."

We turn to the Philadelphia *Public Ledger* for a brief story of the career of the Wrights:

"It was in 1896 that the Wright brothers, under the inspiration of Lilienthal's and Langley's experiments, began to investigate the science of aeronautics. Four years later they took their 'glider' to Kitty Hawk, N. C. In December, 1903, they made their first motor-driven flights, and in May six years ago occurred their first public exhibition. In 1908 came their international triumphs, and the climax of the notoriety they always deprecated. Their sister Katherine, who from her small salary as a school-teacher had advanced the money for their earliest experiments, received with them the tribute of court circles and of popular enthusiasm in every country visited, and their own city and country delighted to do them honor. . . .

"What Wilbur Wright cared for was not the exploitation of the airman, but the rational development of the science of aeronautics. Extravagant prophecies were not those of the fraternal pioneers. Orville Wright said not long ago: 'My brother and I have never figured on building large passenger-carrying machines. Our idea has been to get one that would carry two, three, or five passengers, but this will be the limit of our endeavors.'

"The two men preferred not to be dissociated in their accomplishment. It was Orville Wright who was pilot at Fort Myer in 1908 when the propeller broke and Lieutenant Selfridge lost his life, and with public experimentation his name has perhaps been more conspicuously associated. But it has been a quiet, efficacious working alliance of brains and skill, in which the lion's share of the credit has been claimed by neither of the brothers."

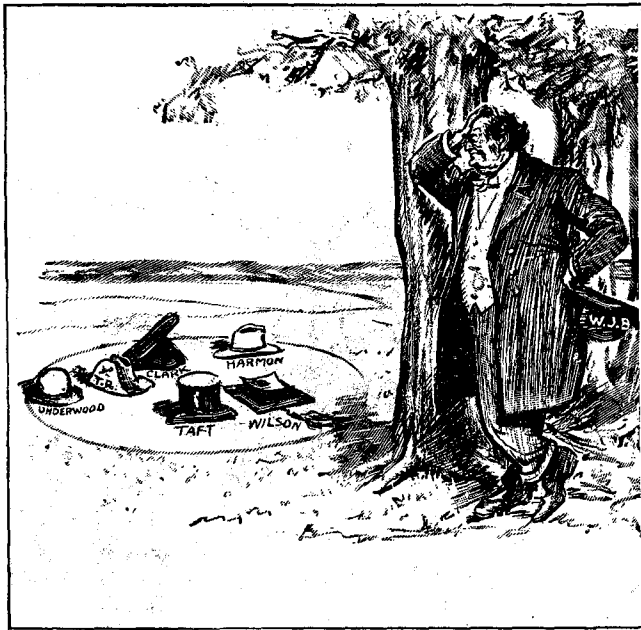
JUDGE LINDSEY'S VICTORY

THE SWEEPING VICTORY of the Citizens' municipal ticket in Denver is looked upon by Judge Ben B. Lindsey as in part a vindication of himself, and it is this phase which most interests the press throughout the country. Tho the women voters of Denver have always supported Judge Lindsey, "this time they rallied more strongly than before on the side of good government and community progress," notes the *Cleveland Plain Dealer*. While these good points aided him, we are told that he was also materially helped by the bitter and long-continued hostility of the machine politicians. This, in the opinion of the *Pittsburg Gazette-Times*, was evidently well used, "for the doughty Ben is again in the saddle, and his enemies will have to stand for all the humanitarian movements that he sees proper to set agoing in Denver." Another *Pittsburg* daily, *The Dispatch*, would have us bear in mind that the issues in the election "were larger than any mere personal factor." They "included condemnation of the relations between the Democratic and Republican organizations and the public-utility corporations," and "general dissatisfaction with the conduct of municipal government as an adjunct to the political machines."

The chief reason for this uprising of the people of Denver is found by the sympathetic *Newark News* to be "the refusal of the authorities to permit the submission to the voters of the proposition to adopt the commission form of government." *The News* continues:

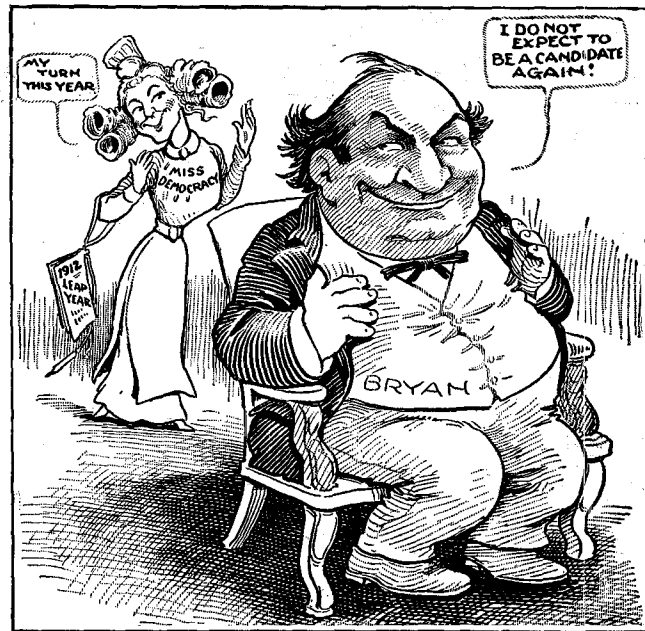
"The demand for commission government had back of it the conviction of the people that their city government was representative of special interests. In spite of the opposition of both the Republican and Democratic machines, the people had voted for municipal ownership of the water-plant, and for the establishment of a public-utility commission. Municipal ownership was held up by a court injunction, and the administration refused to pay the salaries and expenses of the Public Utility Commission.

"The people saw in both of these actions the hands of the utility corporations controlling municipal affairs. Their view was confirmed when Mayor Robert W. Speer turned out of



ROOM FOR ONE MORE.

—Kirby in the New York Evening Mail.



IS THIS WHAT HE DOES EXPECT?

—Bartholomew in the Minneapolis Journal.

A POSSIBILITY THAT RAGS THE NERVES

NEW YORK JUDGES ON THE RACK

office Tax Assessor Henry J. Arnold because he insisted that the public-utility corporations should bear their fair share of the public burden, and that an unjust additional tax should not be levied upon the individual taxpayers.

"The protest then became emphatic. A mass-meeting was called, but at the demand of the heads of the two party-machines owners of large auditoriums refused to rent their places for the gathering. Nevertheless, in the cold of winter, with snow falling, 35,000 people gathered in front of the State house on the afternoon of December 17, listened for three hours to a recitation of their wrongs, and then adopted ringing resolutions denouncing misrule and misrulers."

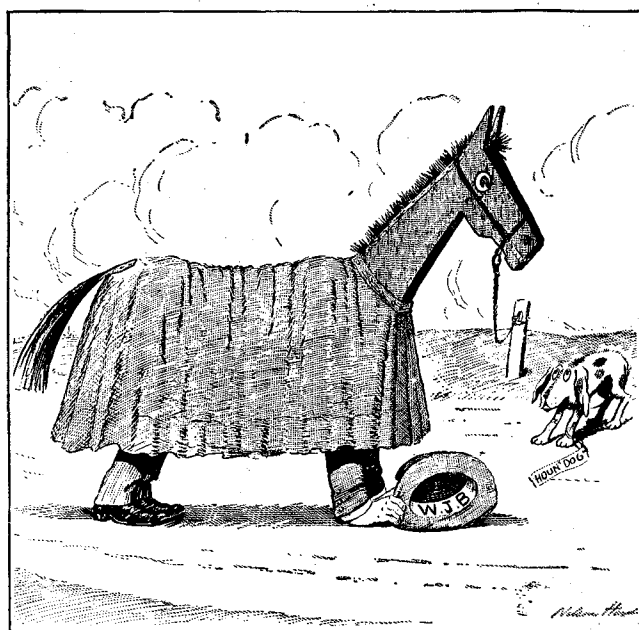
Then, after a five-months' campaign, the entire citizens' ticket, including two women, was elected, by a plurality of about 20,000, and a majority of about 10,000. Judge Lindsey led with a majority of 23,000. The successful candidates are pledged to do all in their power to bring about commission government for Denver at the earliest possible date, and to make all appointments with a view to efficiency and upon a non-partizan basis, recognizing equally the three parties: "Citizens, Progressive Republicans, Platform Democrats." The *Denver News*, which supported these candidates, rejoices in their victory and "a redeemed Denver." The *Republican*, which opposed him, promises the new mayor, Henry J. Arnold, its cordial cooperation "so long as he may discharge faithfully his duties and conform strictly to the obligations of his official oath." Judge Lindsey, whose Juvenile Court work and long fight against "the Beast" are known to all magazine and newspaper readers, discusses the significance of this victory in a letter to the *New York Times*. He calls it the end of corporation rule of Denver politics, and "the most crushing defeat ever experienced by any boss of the type of William G. Evans." Commission rule for Denver "will surely come." There was "a clear line-up," says Judge Lindsey, "between the progressive and reactionary elements in the two old parties." Further:

"It means that the utility corporations will in all probability lose control of both the Democratic and Republican parties in the State. That if Roosevelt is nominated, they will probably indorse him and sweep the Progressive wing of one or the other of the old parties into the State house next November. It means the 'beast' is skinned in Colorado and the recall-of-decisions bill and other radical measures to be submitted to the people in November will all be carried."

THE CHARGES recently brought against several of the judges of one of the New York courts convinces the conservative *Evening Post* that "if there is any county in the United States in which there might be expected to be a demand for the recall of judges, it is surely this one." The same circumstances lead the *New York American* to ask the members of the New York Bar Association if they are not a little ashamed of the resolution they passed a few days ago declaring that "the recall of judges by popular vote would gravely menace the independence of the judiciary." It would indeed, comments *The American*, "gravely menace that independence of the sovereign people and dependence upon privileged interests which is the present condition of certain judges of the Court of General Sessions, the Supreme Court of the State of New York, and the Court of Commerce and other tribunals of the United States."

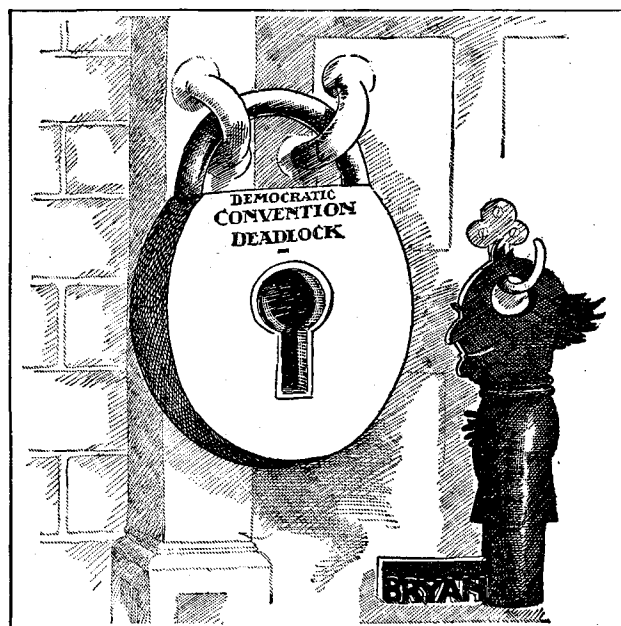
The judges now on the rack in New York belong to the General Sessions, a criminal court exercising jurisdiction in New York County. The Commissioner of Police and the Commissioner of Accounts, assisted by the District Attorney, have taken the lead in stirring up the matter, and the New York Bar Association is also conducting an inquiry of its own, with a view to ascertaining whether any judges merit impeachment proceedings. The commonest charge against these judges is that of abuse of the suspended sentence, with the added accusation, in some cases, of yielding to political pressure. Fault is found with certain judges for ordering juries to acquit on minor technical grounds, and for suspending sentences for what are termed "whimsical reasons." The New York papers tell of cases which the two commissioners have unearthed from court and police records. A burglar, out on suspended sentence, shot and tried to rob a ticket-agent in an elevated-railroad station, and, when convicted, received an indeterminate sentence of from one to ten years in Sing Sing. A woman pickpocket got off five times, twice on suspended sentences from the same judge. Police Commissioner Waldo is particularly indignant over the case of a man whose sentence was suspended after conviction for attempted burglary. This man is now to be tried for killing a saloon-keeper. Says Mr. Waldo:

"There have been 5,111 convictions for crimes in this city



A DARK HORSE!

—Harding in the Brooklyn Eagle.



THE KEY.

—Donnell in the St. Louis Globe-Democrat.

OF RECENT DEMOCRATIC ASPIRANTS.

between January 1 and May 15. In the case of 1,440 of these, sentence has been suspended. Sentence has been suspended in 5 cases where criminals have been convicted of robbery and assault, in 90 cases of convictions for burglary, and in 17 pick-pocket cases.

"The punishment of all these 5,111 convictions has aggregated only 5,152 years—hardly a year apiece. There have been seven convictions for homicide in the last four and a half months. The aggregate sentences have amounted to fifty-two years."

Vigorous and outspoken as are these protests against abuses in the administration of the suspended sentence, the system itself is generally commended, and seems to be preferred by most editors and lawyers to the older and harsher way of handling criminals. In vindication of the new method, and of his own judgment in using it, Judge Crain, of General Sessions, points to his semiannual gathering of probationers. At these he supplements the report of his probation officers by personal interviews. At the last meeting, for instance, 110 men, mostly young, were present. Of these but five had had previous convictions, and for minor offenses. With a half-dozen exceptions, all were living honestly and working steadily.

The dissatisfaction leading to the present investigation of the General Sessions, observes *The Evening Post*, is nothing new and the same conditions have obtained for years. *The Post* goes on to assert that the New York county bench is "largely created by politicians who believe that the judges ought to pay for their positions" not merely by contributing to the campaign funds, "but by favoring the party henchmen who get into trouble."

The situation in New York may be grave, but this observer is firmly convinced that in many sections throughout the country "there is equal dissatisfaction with the machinery of justice and those who administer it," and "plainly, those who wish to extend the control of the electorate over the bench by means of the recall ought to be the first to devise some means of insuring the candidacy of competent judges, as well as their complete independence of the political machines." *The Evening Post* admits that this is a large order, but declares it must soon be taken in hand by the lawyers of the country. If not, the bar can not complain "if the administration of justice is discredited and the people turn to such mistaken remedies as the recall of judges."

CUBA'S RACE WAR

CAUTION has been taught, by recent events to the southward, against predicting the outcome or full significance of a Latin-American uprising. But our newspaper experts, while discounting the optimistic announcements of President Gomez, show a general confidence that the present revolt in Cuba will be suppressed by the Government in a few months at longest, and that there will be no need of intervention by the United States. To avert possible peril to the lives and property of resident foreigners, two gunboats have been dispatched to our naval station at Guantanamo, which is near the seat of trouble, the *Prairie* has taken 700 marines thither, and a part of the Atlantic fleet is mobilizing at Key West. The wisdom of these precautions is generally recognized by the press, tho a few papers are inclined to criticize the "sensational" way in which these sudden movements are made, and others fear lest they lead to another intervention in Cuba. President Gomez, in fact—apparently supported by the press and public opinion in Havana—protested to President Taft against such unnecessary "humiliation" of Cuba. But he now professes satisfaction with the reply from Washington, which expresses confidence in his ability to handle the situation, disclaims any thought of "intervention," and explains that our sole motive "was merely to be able to act promptly in case it should unfortunately become necessary to protect American life and property by rendering moral support or assistance to the Cuban Government."

The one feature which distinguishes this emergency from the customary Latin-American crisis, as the *Philadelphia Press* sees it, "is that the 'outs' who have precipitated it, have raised the issue, not of politics, but of race." General Evaristo Estenoz, seconded by a General Iveton, is in command of 1,500 or more armed negroes in the eastern provinces of the island. There has been some rioting, killing, and destruction of property, but no fighting on a scale sufficiently large to show the relative strength of the Government and the insurrecto forces. President Gomez announces that the troops now in the field will suppress the disorders in a few weeks, but calls for volunteers to fill the army ranks.

The insurgent negroes, according to the dispatches, assert "that they made up 85 per cent. of Cuba's revolutionary

armies, and demand a commensurate share of the jobs." Or, as General Estenoz puts it:

"The primary cause of the uprising is the failure of the Government to repeal the Morua law, which provides that there shall be no recognition of political parties on racial lines, and which is offensive to the negroes. Another cause is the action of the Government and the law courts in denying negroes their civil and political rights."

There is a "streak of sadness" in the case of these "misguided and deluded" blacks, admits the New York *Evening Mail*. "It was chiefly their blood which had been shed for their country's liberty." They had a "bright dream" of equality. But this equal position they now see being "frittered away," while "the words of the white orators of freedom, address to their 'compatriots, comrades, brothers,' are still ringing in their ears"—

"And for those of them who fall before their poor revolution is suppress, we may drop the tear that has fallen ever upon the tomb of him who has preferred death to degradation."

The Washington *Herald* thinks, too, that the Cuban negroes have not been given a square deal, and wants our Government to step in and force the present administration to give it to them. Others, however, are less sympathetic. The New York *Times* and Charleston *News and Courier*, remembering our own race problem, and noting that the blacks are far from being in a majority in Cuba, agree that the white race must rule. And the New York *Commercial* remarks upon this point:

"With the lesson of Hayti before them, the people of Cuba will never consent to putting the government of that island in the hands of blacks, or to allowing them to hold the more important offices. . . . When Cuba has to choose whether it is to be white or black, there can be only one answer."

Even without this added racial complication, notes the New York *Evening Post*, "the political situation in Cuba was sadly vexed." A new president is to be elected in the fall.

"Yet the Liberals are not only divided, but bitterly warring upon each other. What President Gomez will do is still uncertain, while Zayas, the so-called 'auto-candidate' for the Presidency—the species is not unknown in the United States—seems powerless to unite the party. These political animosities may be suspended for a time, if it is necessary to stand together to put down a revolt; but they will recur. The unhappy outlook, with dissatisfaction and distrust so rife in Cuba, will tax the prudence and test the forbearance of the Washington Government."

And this forbearance, as *The Evening Post* observes elsewhere, is likely to stand the test, at least so far as President Taft is concerned. "He will not even be tempted to seek an escape from his own political troubles by getting up a foreign war, and calling off the Colonel by making him a Major-General." "The

policy of standing pat has worked apparently well in the case of Mexico," thinks the Baltimore *News*, and while "Cuba is not precisely in the same boat," the "hands-off attitude there should be maintained until a hands-on one is imperatively called for." Similar opposition to United States intervention in Cuba finds expression in the editorial columns of such papers as the New York *Sun*, *World*, and *Journal of Commerce*, Indianapolis *News*, and Detroit *Free Press*. And we read in the Philadelphia *Public Ledger*:

"The uncertain factors in the present situation are, first, the ability of the Cuban Government to put down the present negro insurrection, and, second, the possibility that other disaffected elements in Cuba may make the negro uprising an excuse for a more serious outbreak on their own account. If the latter should occur, there is little doubt that there will be work for the marines, bluejackets, and war-ships which the United States is sending to Cuban waters. Even in that contingency it is to be hoped that the intervention will not involve another provisional government and a long exercise of paternal oversight on the part of the United States. The last intervention lasted from August, 1906, until January, 1909, and there have not lacked prophets of evil who predicted that the third intervention would mean a permanent protectorate of some sort.

"Whatever may be the desire of those Americans who have large investments in Cuba, there is nothing farther from the thought or wish of the great mass of the American people than the annexation of the island."

Yet *The Public Ledger* would not object to a closer supervision by the United States over the finances of the Cuban Government, which it believes to have been badly mismanaged. The New York *Tribune*, too, points out in its Washington correspondence that "there is a decided difference

between armed intervention and fiscal intervention, and it would occasion little surprise were there to occur the necessity of talking very plainly to the Cuban Government, and so urging the adoption of some fiscal scheme similar to that which has proved so successful in Santo Domingo."

Armed intervention is, however, expected by many. While Cuba is to be given every chance, we must see that a stable government is maintained, argue the Houston *Post*, Baltimore *Sun*, and Providence *Journal*. These papers, too, are inclined to agree with the St. Louis *Globe-Democrat*, that "if the flag goes up in Cuba again, it will stay up." This is a consummation devoutly wished by this journal, as it is also by the Chicago *Inter Ocean* and Brooklyn *Eagle*. According to *The Eagle*:

"Cuba should have been secured by the United States just as Hawaii, Porto Rico, Guam, and Alaska were. . . . And, reassurances to the contrary notwithstanding, the United States will eventually have to take possession of Cuba, and forever to hold it as an insular province, never to become a State of the Union, but always to have the protection it deserves, and the safety and prosperity to which obedience and industry may entitle it."



PLEASE BE GOOD!

—Minor in the St. Louis *Post-Dispatch*.

TOPICS IN BRIEF

IT makes a lot of difference whose boss is gored.—*Washington Post*.

EVERYBODY is a liar, according to our most eminent authorities.—*Chicago News*.

ROOSEVELT just can't break himself of that elephant-killing habit.—*Columbia State*.

THE State Department declines to get into the coffee muddle. It can't see the grounds.—*Philadelphia North American*.

JUST stop to think that Theodore Roosevelt is only one nine-hundred-and-forty-thousandth of 1 per cent. of the population of the United States.—*Albany Journal*.

OHIO acts like a stepmother of Presidents.—*Washington Post*.

THINGS certainly look dark for the Cuban poultry-raisers.—*Columbia State*.

IF coffee keeps on going up there won't be any going down.—*Charleston News and Courier*.

ABOUT the only uncontested seats at the Chicago Convention seem to be those allotted to the press.—*New York Sun*.

COLONEL ROOSEVELT is called by an admirer "a man with a profound belief in God." Had a profound belief in Taft when Taft was not his opponent for office.—*Louisville Courier-Journal*.



BRITAIN'S OLIVE-BRANCH REJECTED

FAR FROM SLACKENING her pace of naval increase to meet Britain's offer to do likewise, the English press note with alarm that Germany responds by increasing her naval estimates beyond anything hitherto known. It will be remembered that Winston Churchill, the First Lord of the British Admiralty, announced in presenting his naval estimates that they were "framed on the assumption that the programs of the other naval Powers will not be increased." He declared frankly that he referred to Germany, and said the British pace of naval construction would be slackened or accelerated to meet the pace of the Germans. The German reply is now made. Under the vast naval estimates adopted by the Budget Committee of the German Reichstag, we read, "15,000 men are to be added to the personnel now in service, raising it from 65,000 to 80,000," and "when full effect has been given to the present proposals, the German Navy will possess 61 dreadnoughts, none more than 20 years old." But the English Ministry were more or less prepared for this German move and the London *Daily Mail* writes:

"In view of a possible naval emergency, Mr. Lloyd George in his budget this year held back £6,500,000 of surplus [\$32,500,000], to meet what he described as 'very serious contingencies.' The 'very serious contingencies' are now facts."

The German increase of naval appropriations which is rousing British apprehension is thus explained in the London *Fortnightly Review*, by Mr. Archibald Hurd of the London *Daily Telegraph*, who is accepted in London as an accomplished naval expert:

"This movement in Germany can best be appreciated perhaps by recalling step by step the naval legislation which has been adopted by the Reichstag in the past fourteen years. The first Navy Act, passed in 1898, made provision for an establishment of only seventeen battle-ships. Since at that moment Germany had built and building seven first-class ships, four of the second class, and six of the third class, apart from some coast-defense vessels of 3,500 tons or less, this seemed a great development in strength, but not such a development as to occasion any uneasiness in other countries. This act was to have run for seven years: it was superseded in two years by another measure which was to have run for seventeen years, but which was amended in six years, again amended in two years, and is again to be amended this year. This is what is called the fixt and immutable Naval Law of Germany.

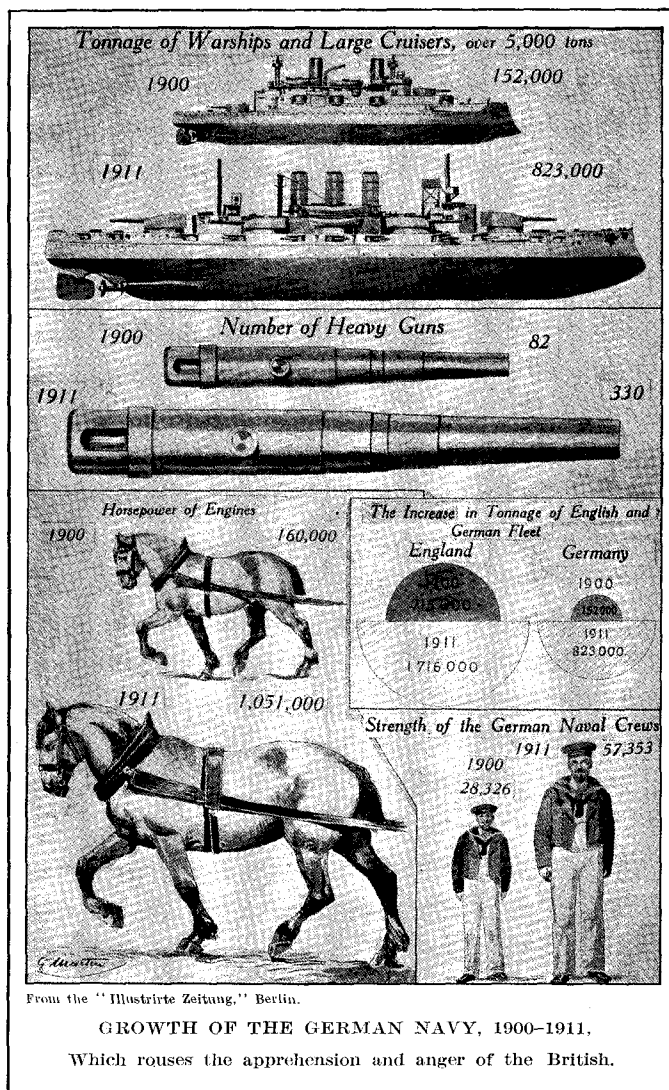
"But this is not all. The significance of all these various changes in the German programs can be appreciated only if we summarize the establishment fixt under these successive meas-

ures. In briefest detail, the upward movement has been as follows:

Act	ESTABLISHMENT OF SHIPS ADOPTED	
	Battle-ships	Armored Cruisers
1898	17	8
1900	38	14
1906	38	20

DREADNOUGHTS	
1908	58
1912	61

"Germany proposes to set up a naval establishment which will comprize no fewer than sixty-one battle-ships less than twenty years old. This is a larger establishment than the British Navy has ever had in the past, and exceeds the establishment of any other two navies in the world."



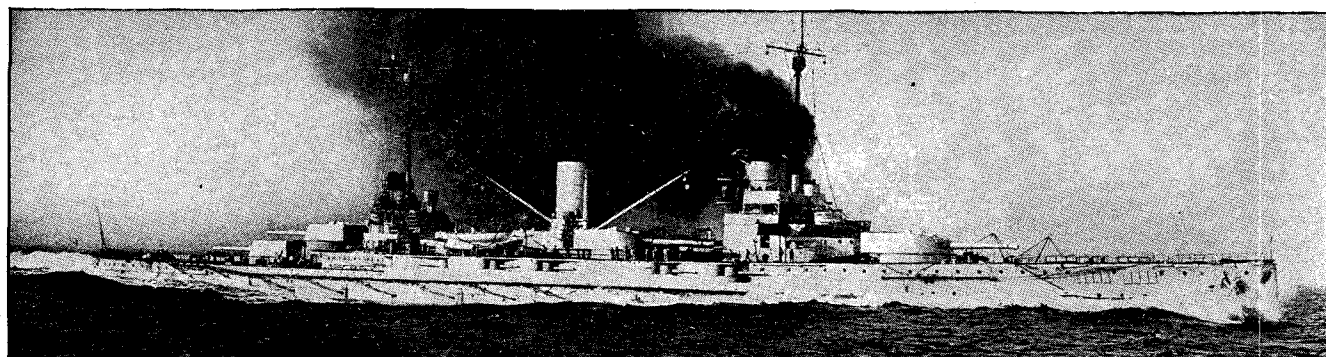
Mr. Hurd next speaks of the political aspect of the movement on Germany's part and declares that Germany's new program is an intentional "menace" to England's naval supremacy. The Germans are not an insular power. A great fleet, he holds, is not a necessity to them as it is to England. "Sea power is a luxury" to Germany. "It is a necessity to us," declares this writer, "because by the sea we live, move, and have our being." Germany's earnestness in building a navy greater than any two navies in the world is proved by the fact that since 1900 she has created a debt for the Navy amounting to \$190,000,000. She has one aim in all this, declares Mr. Hurd. These are his words:

"Let there be no mistake—Germany aims high; the stakes for which she is competing are the greatest any nation has sought to obtain since Napoleon strode the Continent. At a colossal cost—heavy taxation on luxuries and necessities alike and heavy debt—she is pressing forward in this race in armaments, confident that she is now entering on the last lap. She has mortgaged so much in the contest that either she must achieve victory abroad or meet the storm of strife

which her policy has and is still creating at home. The ruling Germans realize that this is the last lap in the race—the crucial test of endurance; either we or they must fail in the silent, bloodless war, and fail soon."

In the North Sea, within striking-distance of the British coast, will be assembled a powerful German naval force known as the "High-sea Fleet," and this rouses Mr. Hurd's most serious apprehension, for Germany aims at "a higher standard of fleet efficiency in the North Sea than any Power in its wildest dreams has even attempted to achieve." He adds:

"When the new German Navy Bill has passed, the British people must face an alarming and permanent growth in naval expenditure in order that the necessary measures may be taken



A GERMAN DREADNOUGHT CRUISER.

The *Moltke* carries ten big guns and can make a speed of $25\frac{1}{2}$ knots. With two smaller cruisers she will visit New York on June 9.

to protect British interests in face of this renewed challenge—not merely in ships—inanimate skeletons—but in actual naval power—ships manned and trained to the highest pitch of efficiency, and stationed within four hundred miles of our shores.”

Mr. Hurd quotes a writer in the London *Spectator* who says:

“Any one who wants to see what Germans think, or what the armament specialists hypnotize Germans into thinking, could do no better than order a bookseller to send him everything that appears on Anglo-German relations during a month.”

Then follows a list of ten German books published within a month of or during Lord Haldane’s visit to Berlin, and he concludes:

“The general tendency of these books is the same. It is that Great Britain is determined to destroy Germany; that the only way to meet the peril is to arm strongly on sea and land; that the German public must be imprest with the peril, and must call for a patriotic policy should the Government fail in its patriotic duty.”

Mr. Hurd concludes his article with the following impressive words:

“We are on the eve of a real, continuing, and cumulative naval crisis which will test our character as a people, our finances as a State, and our industrial resources as a manufacturing community. If we mean to win through in this bloodless war we can, but we must begin our preparations at once and determine that, however onerous the burden, it must be borne if we would not have the trident struck from our hands.”

Mr. Balfour, ex-Prime Minister of England, writes in the Berlin review *Nord und Sud* in a tone of foreboding with regard to the new Navy Bill of Germany. He does not think that Germans quite understand British sensitiveness in this regard. It is not only the large armaments of Germany that disturb him. “The danger lies in the coexistence of Germany’s marvelous instrument of warfare with the assiduous, almost organized advocacy of a policy which it seems impossible to reconcile with the peace of the world or the rights of nations.” He proceeds as follows:

“If Englishmen were only sure that the German fleet was only going to be used for defensive purposes, that is to say, against aggression, they would not care how large it was, for a war of aggression against Germany is unthinkable to them.”

Professor Delbrueck, professor of history in the University of Berlin, and a well-known military writer, in the course of an interview he granted to a representative of the *New York Times* pooh-poohed the view of Mr. Balfour. He speaks of the ex-Premier’s “pessimistic feeling”; his “inaccurate suspicion and conception of German policy.” He declares that “England compelled us to build our fleet,” for the Germans are determined “not to permit the world to be divided up among other nations, but to demand their own share.” Further:

“The world can rest assured that Germany, with her Army and Navy, seeks nothing but the maintenance of her position in Europe and fair participation when changes in the ownership of colonies are taking place elsewhere in the world.

“As soon as England brings itself to realize this and meets Germany in the right spirit, the danger of war immediately disappears. False suspicions, however, have caused many a great war, and to my painful regret I note that, while German anxieties regarding an English attack are considerably diminished, English anxieties with regard to adventurous German plans are rather on the increase.”

ITALY AND THE EUROPEAN PRESS

THE FRIENDLY ATTITUDE of France toward Italy in her African campaign is dwelt on with great satisfaction by the principal papers of Rome. It is noted that the *Figaro*, the *Gaùlois*, and the *Temps*, with other leading organs, have recently refrained from making any comment on the campaign and simply content themselves with recording its progress. This is thought very considerate. The idea is put forward that France and Italy, hand in hand, are accomplishing the regeneration and civilization of Northern Africa. Roman papers seem to think that France is now well disposed toward Italy, and that if there was at one time any criticism of Italian military movements by Parisian papers, that is all passed away “like a cloud,” to use the expression of Mr. Poincaré, French Premier. We read in the *Popolo Romano*, for instance:

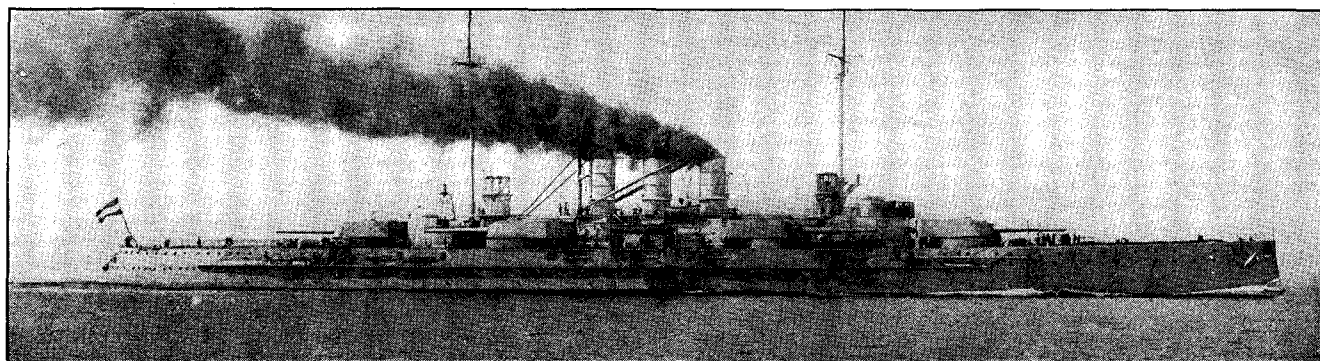
“The French press in general, with some explicable exceptions, have adopted toward us a moderate, definitely conciliating, and friendly tone. This was inevitable. To start in France a current of opposition to our African enterprise would have been silly, for it would have been in direct conflict, not only with the knowledge of actual fact, and with the feelings of friendship and sympathy which exist between the two nations, but it would also have militated against the economic interests which naturally have become established between the two countries.”

Another paper, the *Italia*, quotes with approval the article in the *Popolo Romano*, and adds:

“We have frequently advocated Franco-Italian friendship. We have not been troubled because certain incidents, unavoidable happenings in time of war, seemed to disturb it. We wish to have a durable *entente* between the two nations and we have applauded with great persistency the policy of maintaining our own interests in conjunction with those of France, and the development of our mutual economic relations, so that we rejoice at seeing the burst of good feeling which has recently appeared.”

The radical *Vita*, too, declares that “in very truth there is no willing hostility exhibited by either of the two Governments toward the other.”

The German editors maintain the attitude which they took from the very outset of the Italo-Turkish War. Italy is attacked daily with heavy witticisms. The most extensively circulated



A GERMAN DREADNOUGHT BATTLE-SHIP.

The *Helgoland* carries twelve big guns, but by the German arrangement only eight can be used on a broadside. American dreadnoughts, as shown in the picture of the *Texas* in our last issue, carry ten, so placed in a center line that all can be used on either broadside.

of Berlin papers, the *Morgen Post*, calls upon Europe, in imperious tone, to intervene in the interest of the Turks, and we read the following scoffing remarks:

"The five great Powers have fallen on their knees before this tragico-comic operetta because they are filled with suspicions of each other. If European diplomacy would only follow the promptings of genuine moral principles, the five great Powers would at once lock up in the gardens of Tripoli these seekers after Italian laurels. It is absolutely necessary that Europe chain up the fleet of Italy."

We read in the *Berliner Neueste Nachrichten* the following derisive sentences:

"The Turks have 6,000 men under arms in the Isle of Rhodes, the Italians have landed from 2,000 to 3,000 soldiers, and the disembarking Italians have not found a single head of cattle. The moment has come for us to quote the words of Goethe:

This is the isle of Rhodes, here may you land
To dance, you little clown, your saraband.

But the *Vossische Zeitung* (Berlin) reverses the proportion of Turkish and Italian forces, and remarks that "the fate of the Italian leaders will depend upon their ability, with an army threefold as big as that of the Turks, to surround them and compel their surrender of the island." To quote further:

"If the invaders keep on the coast only, their enemy, who have taken to the mountains, will be able, so long as food and ammunition hold out, to laugh to scorn the Italians in the city below. The laurels which Italy's 8,000 or 10,000 men can gather from victory over the 2,500 or 3,500 Turks are not very important, but they must be won, if Europe is to be convinced of the valor of Italian soldiers."

The advantages these Aegean conquests give to Italy and the damage they bring on Turkey are thus frankly summarized:

"The occupation of the Sporades will throw immense obstacles in the way of news communication between Constantinople and the theater of war in Tripoli, and will also put a stop to the

weapon-smuggling of the Arabs. This gun-running was carried on to a large extent by the aid of numerous Greek, Roman, and Levantine clippers."—Translation made for THE LITERARY DIGEST.

A MASSACRE OF STRIKERS IN SIBERIA

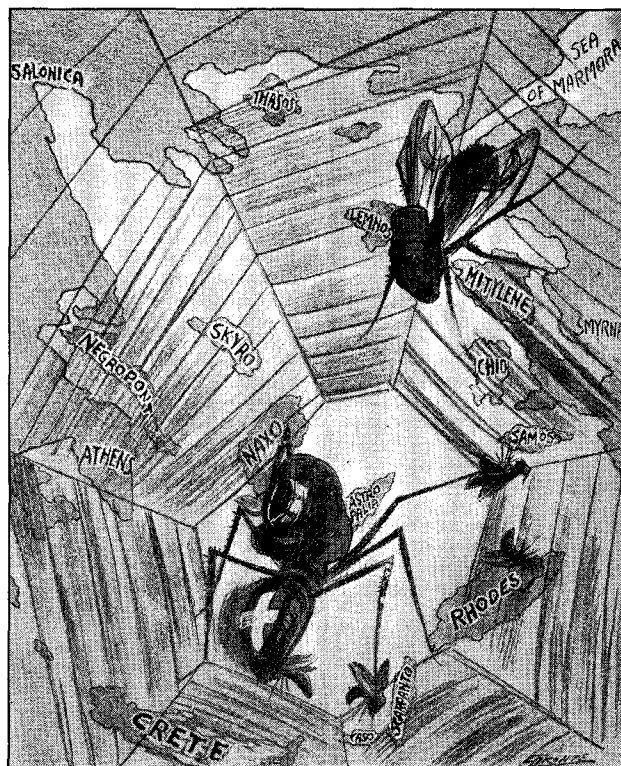
NO EVENT SINCE "Bloody Sunday," say the Russian press, has so profoundly stirred the Czar's Empire as a recent tragedy in the Lena gold-fields, Siberian Russia, in which a company of soldiers, under the command of a police officer named Treschenko, shot into a crowd of striking gold-miners, killing one hundred and sixty-three men outright,

and wounding one hundred and fifty. The news of it spread like wildfire throughout the Empire, and in a moment the spirit of revolt, which seemed to have been completely crushed in Russia, broke out with such elemental force that it frightened even the Russian administration and the reactionary press out of their indifference to public sentiment. For days and days the Government had to listen to interpellations in the Duma—not only from Socialists and Liberals, but also from the conservative leader of the Octoberist majority, Gutzkov, and from a party of the Right, the Nationalists. Minister of the Interior Makarov was roused to defend in the Duma the action of the authorities at the Lena mines, and is reported thus in the *Novoye Vremya* (St. Petersburg):

"There are certain events in a nation's public life about which we must endeavor to find out the whole truth, no matter what the consequences may be. Such an event I consider to be the tragic incident in Lena, and that

is why I am anxious to reply to your question immediately tho it has not yet been possible to get at the full facts of the case.

"Please listen calmly to what I have to say. The authorities are censured for their conduct in interfering with a strike that was peaceful and with resorting to the use of firearms when



ITALY SPINS HER WEB IN THE AEGEAN.

Wildly does she spin, catching the small flies, hoping eventually to entangle the big hornet of Stamboul.

—Fischietto (Turin).

there was no necessity for it. Now, there is no doubt that the demands of the strikers were of a socialistic character, and there is further no doubt that the leaders of the strike were agitators. Incited by these agitators, the crowd stopt a passenger-train and prevented men who were willing to go to work from taking their places. There was nothing for the authorities to do but to order the arrest of the leaders. The leaders were arrested and then followed the bloody incident which cost the miners so many lives.

"The situation was a dangerous one. The crowd that gathered to demonstrate would have disarmed the soldiers if they had not opened fire. After the first charge, the crowd again rushed upon the company of soldiers with shouts of 'hurrah.' What could the soldiers have done? When the people, incited by agitators, lose their good judgment, then there is nothing for the soldiers to do but to shoot. This is the way it has always been, and always will be. The blame rests, not upon the military authorities, but upon the agitators, some of whom are now in prison, some of whom have escaped. It rests also upon all those who are on the side of the agitators."

This reply, we read, raised a storm of indignation all over Russia. On Sunday, April 29, there was a demonstration on the Kazan Square in St. Petersburg. The next day a general one-day strike was declared, and on May 1, fifty-four thousand men were idle in St. Petersburg. The strike quickly spread to all the large cities in Russia. Five thousand arrests were made in one day in St. Petersburg alone. Then the Government receded somewhat from its position. To counteract the effect of Makarov's speech, Timashev, the Minister of Trade and Industry, absolved the strikers from blame, and declared in behalf of the President of the Council of Ministers that the officers responsible for the event will be recalled, and that a commission will be sent to Lena, the district where the tragedy occurred, to make a thorough investigation.

The events which led up to the shooting are described as follows in the *Novoye Vremya*, in the report of a speech by Antonov, a Socialist deputy, who said on the floor of the Duma:

"On February 29, six thousand workmen went on strike in the gold-mines of Lena. The condition of work in the mines, according to official information, was highly unsatisfactory. The pay was purely nominal, the food supplied by the mine-owners was extremely bad, and the miners were housed in regular barracks, also the property of the operators. These were the conditions against which the miners struck. Their demands were so rational that even the employers recognized the justice of the men's case, and entered into negotiations with them. The Government authorities, too, declared that the miners' demands were reasonable, and deserved careful consideration.

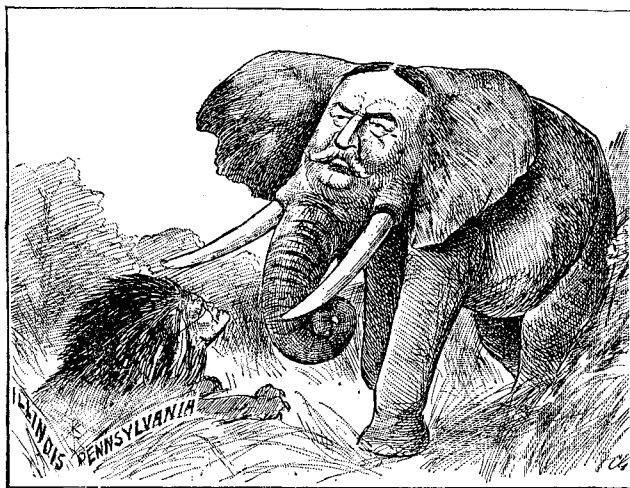
"The strike had lasted for a month without the least disturbance. The strike-leaders had their men thoroughly in

hand and they were able to preserve perfect peace. According to the testimony of Baron Ginzburg, one of the directors of the Lena Mining Company, the employers believed that they could grant some of the strikers' demands, and it was generally expected that the strike would soon end. In a word, there was no cause whatever for resorting to extraordinary measures and for calling in the soldiery.

"Nevertheless, all of a sudden an order came from St. Petersburg to put an end to the strike at once, and, on March 29, Treschenko who, the papers say, is well known for his activity as a provocative spy, was given the command of the troops. His first step was to arrest the miners' delegates who were then carrying on peaceful negotiations with the employers, and who had been appointed by the Lena chief of police and the government engineer. This act was, of course, merely calculated to arouse the anger of the strikers, and it did. When the workmen learned of the arrest of their delegates they marched in a body of three thousand to the prison and demanded their release. They were perfectly peaceful, they made no attack on the soldiers, and were unarmed. But it offered Treschenko the opportunity which he desired, and without any provocation he ordered the soldiers to fire."

Among the anti-Socialists who joined in the denunciation of Treschenko's severe measures against the strikers is a well-known journalist who has no sympathy with anything like rebellious or popular revolt. This is Count Meschersky, an extreme conservative, who writes in his paper, the *Grazhdanin* (St. Petersburg):

"I have been editing this paper for forty years and this is the first time that I find myself in agreement with the Socialists. Does it mean that I have suddenly become a Socialist? I do not think so. But it means something much more serious. It means that there are times in the life of Russia, times of deep stress, in which an honest writer believing in God and loyal to the Czar must perforce speak as if he were in the very presence of God. And then there will be such sincerity in his words that they will find their way even to the heart of a man whose general outlook on life is diametrically opposed to his. And this sincerity I do not find in the speech of Makarov, the Minister of the Interior. I do find it in the utterances of the Socialists. There was something very uncertain and hesitating about the facts which Makarov cited in justification of the awful massacre in Lena, and as he is an honest man I am sure he would admit, when questioned, that he is not convinced that the facts are as he stated them, or that there are any mitigating circumstances at all in this wholesale government murder. Even according to the Minister's version of the case, the soldiers were ordered to shoot, not for what the strikers actually did, but for what they might have done. And yet he says that 'it will always be so,' that is, he tells not only the Siberian miners, but every one of the sixty million people in Russia, that henceforth the police officers will be given the power to arrest and shoot the subjects of the Czar at their own sweet will!"—*Translations made for THE LITERARY DIGEST.*

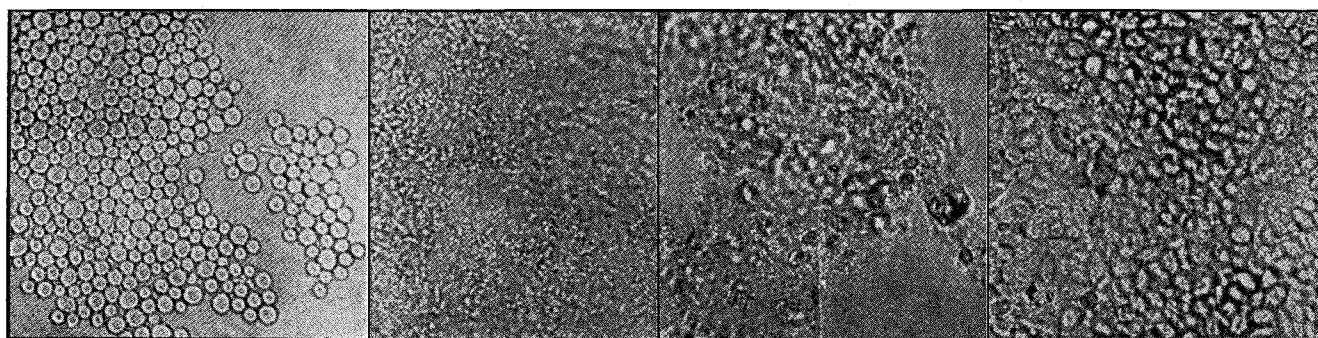


THE FIGHT IN THE "PRIMARIES" JUNGLE.
Mr. Taft and Mr. Roosevelt going for each other.
—*Westminster Gazette* (London).



FOR AULD LANG SYNE.
UNCLE SAM (philosophically watching the Taft-Roosevelt scrap)
—"Wal! I guess old friends are the best." —*Punch* (London).

BRITISH VIEWS OF AMERICAN CIVILIZATION.



BACTERIA OF VARIOUS KINDS WHICH DR. BASTIAN CLAIMS TO HAVE PRODUCED CHEMICALLY.

They were developed in sealed test-tubes carefully protected against contamination by germs of life.

SPONTANEOUS GENERATION AGAIN

IT WAS THOUGHT that the ghost of spontaneous generation had been laid a quarter of a century ago. When those who profest to have demonstrated the development of micro-organisms from dead matter described their methods, it was easy for Tyndall, Pasteur, and others to show that their cultures had not been perfectly sterilized and that the development of organisms was the natural result. One modern school of spontanists, however, starts with admittedly inorganic materials, mere chemical salts. By combining these in proper proportions, taking a bit as a "seed," and "planting" it in any one of various solutions, remarkable growths are obtained. That these are living organisms in any proper sense, most scientific men deny, but they certainly bear remarkable resemblances to life. Says a writer in *Je Sais Tout* (Paris, May):

"What relation have these chemical vegetations obtained by Stéphane Ledue with living plant forms? The future alone can decide. But it is none the less interesting to examine these remarkable results with attention and call the attention of nature lovers to them. . . .

"The chemical nature of the substances used exerts a preponderating influence on the final result. Nitrates tend to develop points and spiny stems; alkaline chlorides favor wormlike growths; ammonium chlorid plunged into a solution of ferrocyanid of potassium gives rise to forms recalling catkins. In solutions of silicates, ferrous sulfate produces greenish growths, herbaceous or creeping, twisting themselves in spirals about larger and more solid calcareous parts.

"With salts of manganese—chlorate, nitrate, or sulfate—there is a change of aspect, with other contours and colors. For instance, there are obtained thus mushrooms with double tops of yellow and black, crowning a white stem. . . . Mr. Ledue maintains that these 'plants' are really alive, for, he says, they present all the characteristics of life. They are born, grow, attain full development, decline, and die. They develop by the nutrition of the substances that they absorb,

on which they feed, and which they cause to undergo chemical change preparatory to assimilation. They choose among the various foods offered them, digest those that are proper, and reject the useless remainder. As they grow, they increase in weight and may weigh several hundred times as much as the initial 'seed,' while the surrounding liquid loses by the same amount. They are sensitive to heat, cold, and light; and if they are wounded during the period of growth, their increase is retarded, as by disease, but it goes on again when the wound heals.

"One of the most serious objections to the theory is that it has brought up again those theories of spontaneous generation that seemed to have been definitely buried since the negative experiments of Pasteur."

For the definite resurrection of these "buried" theories, however, we must leave France, and, crossing the Channel, look to Dr. H. Charlton Bastian, one of their earliest exponents, whose hat is still "in the ring," despite the fact that it has been pretty vigorously "kicked around" by Europe's first biologists. Dr.

Bastian's latest book, "The Origin of Life" (London, 1911), reproduces a memoir "not considered suitable for acceptance" by the Royal Society, to which organization he pays his respects in his preface. In this he reiterates his belief in the occurrence at the present time of what he calls "archebiosis" — that production of life from inorganic materials which, he says, most modern scientists believe took place once — at what most people

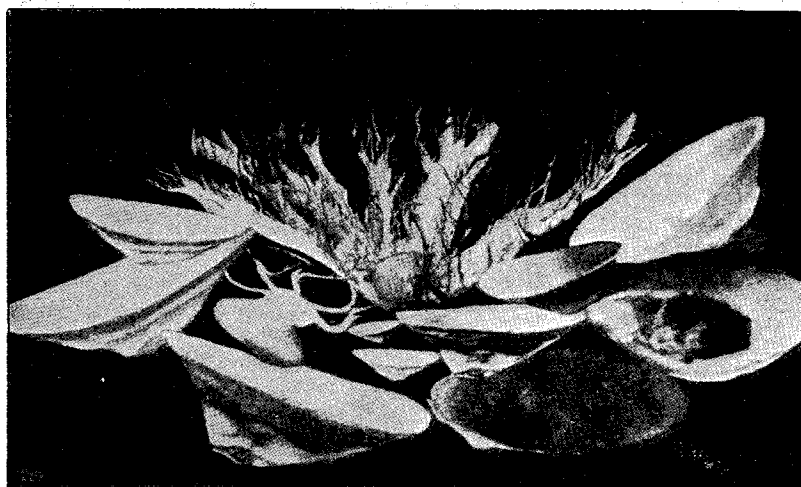


CHEMICAL SEAWEED AND OTHER AQUATIC PLANTS.

are accustomed to call "the Creation." But Dr. Bastian says that creation is going on all the time, all about us, and he describes experiments made as late as 1910 with pure mineral materials from which were produced, by chemical and physical means, not imitations of growths, as most scientists consider Ledue's productions to be, but veritable micro-organisms, torulas and micrococci. He believes, indeed, that these differ from the same organisms as usually found, in that silica has

replaced carbon in their protoplasm, and he regards the possibility of such replacement as a biological discovery of high rank. The fact that the newly generated organisms are well-known modern forms, such as would naturally appear if germs had got into Dr. Bastian's solutions, does not bother him. The same fact was noted years ago by Huxley, who said, in opposition to Bastian's early experiments, in reference to the finding of such organisms:

"If these can be shown to be terms in the development of a known form, the probability of the same form turning up again spontaneously becomes by mathematical considerations in-



CHEMICAL GROWTHS RESEMBLING CORAL.

finitely minute; and for my part I could as soon believe that the calf I see grazing in a meadow had been spontaneously generated from the grass and flowers there."

To this, Dr. Bastian now replies:

"Language of this sort, from one who was naturally regarded as an authority on the subject, has doubtless helped for many years to stave off the recognition of a great truth. If, however, it is the fact that bacteria and torulas are merely the primary forms most frequently assumed by certain kinds of new-born living matter, then obviously the form and structure of these units, as well as of the molds into which the latter may develop, would stand in the same relation to the matter of which they are composed as the form and molecular structure of the crystal does to its matter. There would be, in fact, just as much reason why the organic new-born unit might develop into the likeness of one already in existence as there would be that the crystal of sodium sulfate which forms to-day in a solution of that substance should resemble that which formed under similar conditions hundreds of years ago, and which will similarly form a thousand years hence. He who believes in the uniformity of natural phenomena should anticipate no other result. Living matter which is now produced *de novo* speedily shapes itself into some well-known form; and so, also, new crystalloid matter; which may have been produced synthetically by the chemist in his laboratory, falls naturally into one or the other of the 230 known crystalline types."

It should be said in conclusion, however, that neither Leduc, with his chemical "growths," nor Bastian, with his silicious micrococci, has gained a single authoritative adherent among scientific men. Most of them believe that altho a "ghost" of spontaneous generation may have arisen, it is but a formless spirit and has no flesh and blood in it.—*Translation made for THE LITERARY DIGEST.*

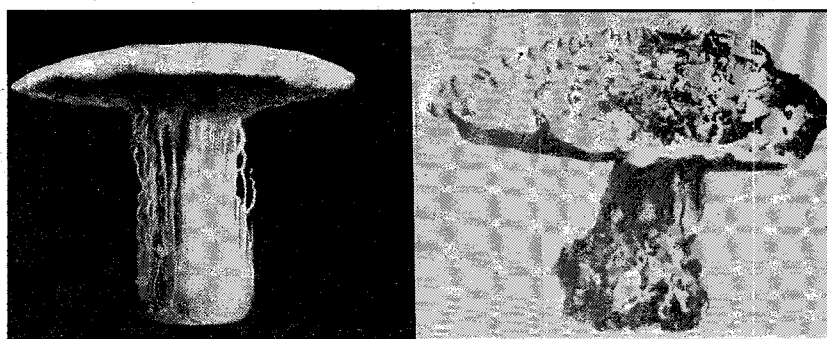
MAKING WORKMEN LEARN ENGLISH

IT MAY SEEM KIND to compel the foreign workers in our mills to learn English, but we are assured that present efforts in that direction are purely a matter of business. *The Iron Age* (New York, May 2) tells us that a group of manufacturers in a New England mill city are making headway in an effort to compel their employees to acquire our language. In many industries to-day a large percentage of the operatives are from Continental Europe. Many confine their social existence to contact with people of their own nationalities. They make little effort to become Americanized, and the consequence is a somewhat chaotic condition in shops and factories where very much must depend on those who have immediate supervision of the employees. We read:

"Following out a determination that English must be understood and spoken by all employees, these manufacturers posted notices giving their working forces six months in which to acquire this necessary education. The task was not wholly easy. The campaign had to be carried beyond the works. The clergy of the city, whose congregations include the men and women in question, were called into the conference. The services of many churches are conducted in foreign tongues, so that their parishioners receive no education in English from this source. Most of the clergy have seen the wisdom of the effort and are assisting so far as is within their power. Night schools were established in the works, stenographers acting as instructors. One of the plants employs a physician who is in frequent contact with every employee. The test of a knowledge of English is largely through him, in the ability of employees to understand his words and to answer him intelligently."

The results thus far are said to be indisputably good. In one department of a textile-mill a saving of 12 per cent. has already been effected, largely through the reduced quantity of spoiled cloth, which is attributed directly to better understanding of instructions for operating and caring for machinery. The non-English-speaking operative has to guess a great deal of the time as to what is expected of him. Further:

"The general effort is most important. Were the system carried out in a broader way, covering an entire community, its value would multiply many times. A great many foreigners come to the United States with no intention of remaining, their only purpose being to accumulate a certain amount of money and to return with it to their own countries. They have no incentive



"MUSHROOMS" CHEMICALLY PRODUCED IN LEDUC'S LABORATORY.

whatever to learn English; they care nothing for it. Their sojourn here is but a means to an end. If they were compelled to learn the language, their contact with people would be much broader. They would feel the enlightening influence of American life and its contrast with that to which they have been

accustomed. The chances of their settling down as useful, permanent units in the industrial life of the United States would be much greater. This initial experiment will be followed with close interest, for its results should prove worth striving for by a multitude of employers."

GERMANS FIGHTING OUR MACHINERY

NEW EVIDENCE of German industrial activity and of the timeliness of Edison's warning to American manufacturers, quoted recently in these columns, appears in an article on "German Agitation against American Machines," by William A. Viall, secretary of the Brown and Sharpe Manufacturing Co., printed in *The American Machinist* (New York, May 16). Mr. Viall regards the campaign now being waged in Germany against American machines as strangely undignified, and as a suggestive phase of the "Americaphobia" that has attacked many Germans in all industrial and commercial occupations. Their war-cry seems to be merely "German goods for Germans." Says Mr. Viall:

"Any good salesman is justified in setting forth the good points of the line that he is marketing, but when the argument turns upon the point that the goods are made by the nation of the prospective buyer and should be bought on that ground, the argument is not a strong one.

"Furthermore, when a certain class puts forth a propaganda calling American competition 'irresponsible' and founded on 'bluff,' a condition is apt to arise, and has arisen, that misleads many and is reflected in advertisements that state: 'Not American advertising but German care,' etc. 'Many times superior to the original American manufacturer.' 'It is not in America that the largest factory exists,' etc.

"There is in many of the German papers, technical and daily, paragraph after paragraph calling attention to so-called American business methods, and in a portion of the technical papers devoting themselves to machine-tool building the shadow over the trade appears to be the American business.

"The main ground for this disturbance seems to be the United States tariff. This is brought forward time and time again, but as yet not one word from the German side has come under observation calling attention to the great difference between German and American rates.

"The German manufacturer is generally considered a business man who does not buy on sentiment, but who purchases when and where he thinks he is getting the best he can for the money laid out. It would seem as tho this class would not be flattered by the campaign now urged against it and would call attention to the danger that exists in a possible retaliation. As Germany is now selling us goods to the value of about \$163,000,000, it would not be good business to jeopardize this large turnover.

"One of the results of this anti-American feeling was shown by the fact that last July the *Leipziger Neueste Nachrichten*, in a four-page supplement, called attention to a proposed trip to be taken by a number of gentlemen who were to investigate the social, political, and hygienic organization and welfare conditions, and warned manufacturers against admitting them to their works for the reason that they were using the nominal purposes of their mission as a cloak to cover their true mission, which was to spy—an ugly word—into German methods. In addition to this statement letters were published by different classes of manufacturers advising against the admittance of Americans to their works."

In editorial comment on this article, *The American Machinist* calls attention to the fact, well known among American machine-

builders, that this hostile feeling has been given frequent expression in print during the last two years. It says:

"As a rule it has not been looked upon with alarm here, for any defensive agitation can not last long when it has nothing tangible to oppose. Men may be gathered together to fight shadows, but they can not be held together.

"The 'American Invasion' is no more real to-day than it has been at any time during the past fifteen years. Our import duty on machine tools, which is one ground for this disturbance, is 15 per cent. lower to-day than it was two years ago. The reduction was made at the request of American machine-tool builders. Thus there is no change in conditions to warrant the present agitation.

"Another factor is the increasing cost of German-built machines. Wages are increasing in Germany. The cost of living is going up all over the world. Thus a great cost-leveling process is at work. It is fair to assume that shortly the cost of the machines of the same grade, whether American-built or German-built, will be practically the same. The tendency of this will be to break down such artificial barriers as sentiment.

"Again, the political situation in Europe is always tense. The countries there are jealously watching each other, fearing that a rival may get some advantage. It may be that this jealous attitude is partly the cause of this agitation. Having nothing to fear from us politically, a scare is attempted from our trade competition. For the very reason that this agitation comes from a false attitude, a disregard of the great economic laws governing trade, it can not last long or have much final effect.

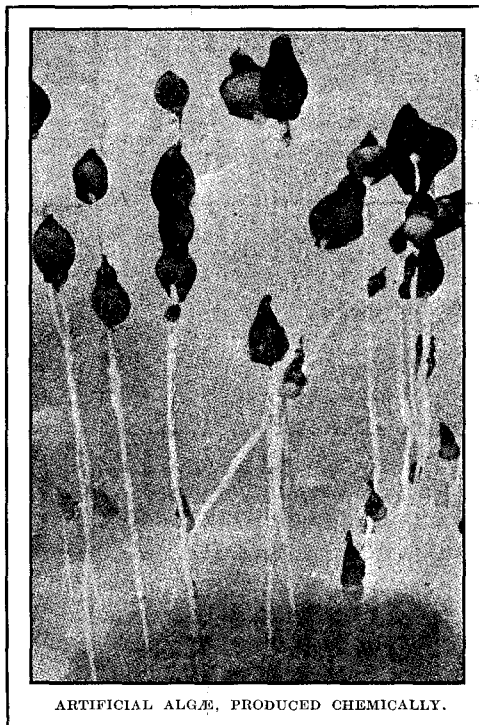
"While it is not pleasant to the persons who are attacked, there is not the slightest disposition to retaliate in like manner. We recognize that the attitude is false and will disappear when the sooner this is done, naturally the

it has run its course. better we will be pleased.

"Yet we must not forget that there are busybodies in every nation. We have them as well as our German friends. The unwisely patriotic American may see danger in a fancied German invasion—he has raised the bogie of Japanese aggression frequently during the last two years—in the same way that his German friend looks for an American one, which merely shows that no one has a monopoly on agitation."

RAIN THAT FOLLOWS DROUGHT—In a note entitled "The Chemistry of Rare Rain," a writer in *The Lancet* (London, May 11) describes results that indicate the presence of special fertilizing agents in rain that falls after the prevalence of a long dry spell. He says:

"After a drought continuing for five weeks rain fell on Saturday last generally throughout the country, and the opportunity was thus afforded of examining samples of rain with the view of ascertaining whether the long arid interval had affected its composition in any way. Clean samples of the water caught on the roof of the *Lancet* offices about an hour after the shower had begun were submitted to partial analysis with interesting results. A feature of the analysis was an unusual amount of ammonia in the water. This, of course, had been washed out of the air. The quantity found was equal to 0.525 grain of ammonia per gallon of the rain-water. This is about seven times the amount found, volume for volume, in rain in normal times of rainfall. The suggestion is that the first shower of rain which succeeds a drought has in it augmented fertilizing properties, and it is probable that this delayed fall serves as a specific stimulant to vegetation apart from the refreshing qualities of rain as rain. It is noteworthy that vegetation rapidly recovers its delightful, soothing, fresh green aspect when the shower that has been a long time coming at length drops 'upon the place beneath.'"



ARTIFICIAL ALGÆ, PRODUCED CHEMICALLY.

EXTRACTING PERFUMES AT HOME

IT IS NOT DIFFICULT to extract the scents from flowers if one knows how. The result, we are told by S. Leonard Baslin, in *The Scientific American Supplement* (New York, May 25), will rarely resemble the product to be obtained at the perfumery shops because few scents sold in the stores are simple essences; nearly all are the result of skilful blending, an art which requires ingenuity. Still Mr. Baslin lays down rules



AROMATIC LEAVES SHOULD BE WELL BRUISED WITH A PESTLE.

for the amateur which will make it quite easy to extract the scents of common garden blossoms, and to preserve them in permanent form. Generally speaking, he says, scent may be gathered from any strongly scented blossoms, tho better results seem to be obtained in some cases than in others. Roses, violets, lilies, tuberose, and lavender are good to begin with. It is important to cull the blooms at the right time. Says Mr. Baslin:

"In nearly all cases there is a short period when the fragrance is in a more intense form than at any other time and it is then that the gathering of the flowers must take place. It is generally thought that the blooms will smell most strongly immediately after they have opened, but this is not the case. It is far better to wait until the organs of the flowers have become fully matured, and it is then that the scent will be at its best. Certainly a point should be made of securing the petals in the forenoon, before the heat of the day has in any way faded them. It is very necessary that the flowers should be quite freed from any traces of rain or dew. It is a rather delicate matter drying the flowers, as unless the process is done quickly the petals will wither and the natural fragrance depart. For the purpose of drying it is a good plan to prepare a framework with wire netting stretched across. . . . Into this the blossoms may be placed in a single layer and the whole thing moved up and down with a swinging motion so that the air rushes freely around the blooms. In a short while it will be found that all traces of moisture, which is almost certain to have been present if the flowers have been gathered early in the morning, will have gone.

"It will now be necessary to obtain some very pure Lucca oil. A great deal depends upon making quite sure that the material is genuine olive-oil; much of the cheaper stuff on the market to-day is refined animal oil and not at all suitable for our purpose. The highest grade vegetable oil is in itself practically scentless and will moreover be found to take up the delicate essences of the flowers quite readily. The next step is to secure some pieces of wadding such as may be purchased at any draper's stores in lengths. Last of all we shall need some wide-necked jars; those made of glass are the best, altho this is not an essential point. Now with a sharp pair of scissors cut the wad-

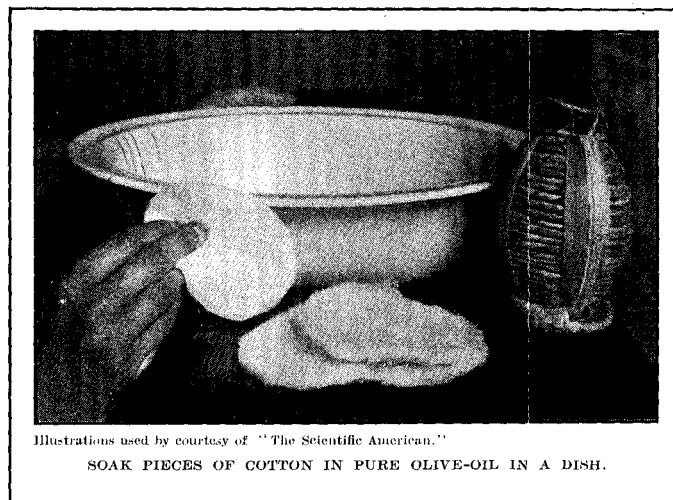
ding into circular portions such as will easily fit into the jar. A good number of these should be prepared beforehand. Next pour a quantity of oil into a dish and in this immerse the pieces of wadding. As it is desirable that the wadding should be well soaked it is a good plan to leave them for a while. . . . Be quite sure that the jars are quite clean, and then sprinkle a thin layer of salt on the bottom of the first jar to be filled. Now cover the salt with a layer of petals, and over this place a section of the oil-soaked cotton wool, then sprinkle a little more salt, next arrange another layer of petals to be followed by more wadding. This routine is to be repeated until the jar is full, and in order to get a number of sections of wadding into place it will be necessary slightly to press the contents of the jar. We must now make quite sure that the contents of the jar are protected from the action of the air. A large cork answers the purpose well, but in any case parchment or grease-proof paper fixed over the opening is quite sufficient."

The jars should be sealed without delay and left in a warm, sunny place ten days or a fortnight. At the end of this time they are unsealed and the oil drained away, pressing the wadding with a spoon to drive the oil into the body of the jar. It will be found that the exprest oil is highly perfumed. Then:

"As soon as possible the essence should be stored away in tightly stoppered bottles. If desired, the perfume may be made more convenient for certain purposes by dilution [with alcohol]. . . .

"As has been indicated, a large part of the art of scent-making consists in judicious blending. Certain of the strongly aromatic herbs will, if properly used, add much to the value of some scents. The most difficult point is to keep the various values in the right proportion so as to avoid an undue predominance of any one. A very pleasing fragrance may be made by combining rose leaves and lavender. . . . In the same way a small quantity of rosemary or bay leaves improves the fragrance of violet perfume. . . . It is very necessary in adding the leaves of any plant to see that they are perfectly macerated. Each leaf should be cut off separately. . . .

"Certain substances to be obtained at the chemist's store will also help us to improve the perfume of natural essences which may not be very powerful for some reason or another. Cloves added to the jar of petals will assist in giving a remarkable piquancy to the resulting scent obtained by some of the methods indicated above. It goes without saying that some of the substance usually known as 'orris root' will give an enhanced value



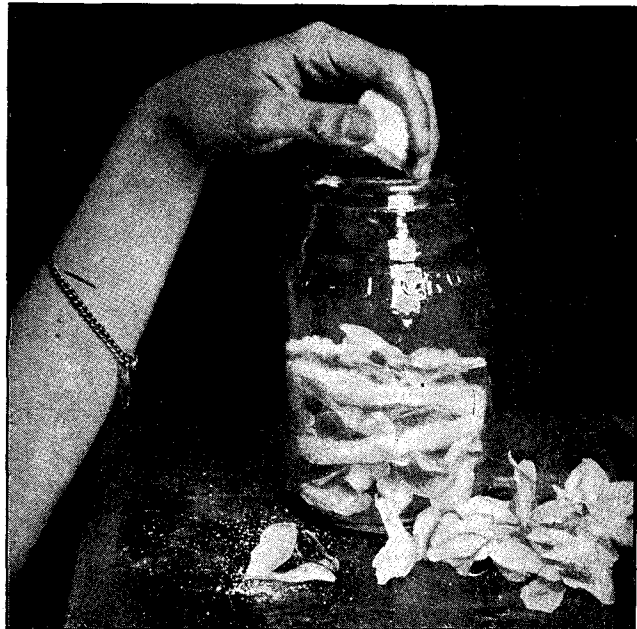
Illustrations used by courtesy of "The Scientific American."

SOAK PIECES OF COTTON IN PURE OLIVE-OIL IN A DISH.

to violet perfume without in any way indicating that the scent is other than perfectly natural. It will be found that all perfumes improve by storing and many rather feeble scents become strangely intensified after keeping for a week or so. All scent-makers are at times mystified by the fact that certain perfumes will lose all their fragrance for a short while. It is quite likely that some of the home-made scent may, after an interval, part with the best of its fragrance; fortunately, however, this is only a temporary matter, and quite often the odor comes back in an intensified form. At present it is quite impossible to explain this phenomenon, which, to say the least of it, is distinctly a curious one, especially to the amateur dealing in perfumes."

"WHAT IS SARSAPARILLA?"

THE ABOVE QUESTION would appear to be so complicated as to make the classic query, "What is whisky?" look plain and straightforward indeed. Spring seems to be the time of year selected by those who favor this drug to test once more its reputed ability to put them in shape for the coming season. In an article entitled "The Sarsaparilla



PLACE THE PETALS AND LAYERS OF WADDING ALTERNATELY IN A JAR.

Absurdity," a writer in *The Journal of the American Medical Association* (Chicago, May 4) asserts that the sarsaparilla habit is merely the persistent "recurrence of epidemic foolishness." It finds very little sarsaparilla in the popular preparations bearing that name, and it asserts that even if they contained more, it could do no one any special good. Moreover, some of them contain drugs not acknowledged on the labels. We read:

"Sarsaparilla contains small amounts of three glucosids (parillin, saponin, and sarsosaponin), an oil, a resin, and about 15 per cent. of starch.

"Sarsaparilla has no local action, and internally is practically devoid of any physiologic action whatever. The only active principles that it possesses are the saponins, and they are in such small amount as to be practically negligible. If there is no physiologic activity to the drug, nothing that can be demonstrated, it certainly has no unusual value. The fact that the drug (if it deserves the name) is almost never used alone, that it is almost always combined with something more active, such as potassium iodid, renders even a concealed activity and value doubtful. . . .

"Medical men have inherited from their fathers and grandfathers and great-grandfathers the belief that sarsaparilla has value in syphilis, gout, rheumatism, and as a general promoter, or disturber for good, of metabolism. But it is exceedingly rare that sarsaparilla is ordered alone; it is always in one of its multiple combinations, as described above, or in combination with a positive active drug, such as an iodid. That it, in one of its combinations, can make iodid taste less disagreeable is another inherited belief. Iodid given in milk or effervescent water can be rendered very slightly disagreeable. The sarsaparilla combinations are disagreeable of themselves.

"To show how little value even nostrum-venders believe sarsaparilla itself to have, one has but to study the analyses of various nostrum sarsaparilla mixtures. In part second of the 1911 annual report of the Connecticut State Agricultural Experiment Station . . . occurs the following:

"Nine samples of proprietary compound extracts of sarsaparilla were analyzed. According to the labels they are of most complex composition. The following drugs, according to the

labels on these bottles, are included in their preparation: sarsaparilla, yellow dock, stillingia, burdock, licorice, sassafras, mandrake, buckthorn, senna, black cohosh, pokeroor, wintergreen, cascara sagrada, cinchona bark, prickly ash, alcohol, glycerin, and iodids of potassium and iron.

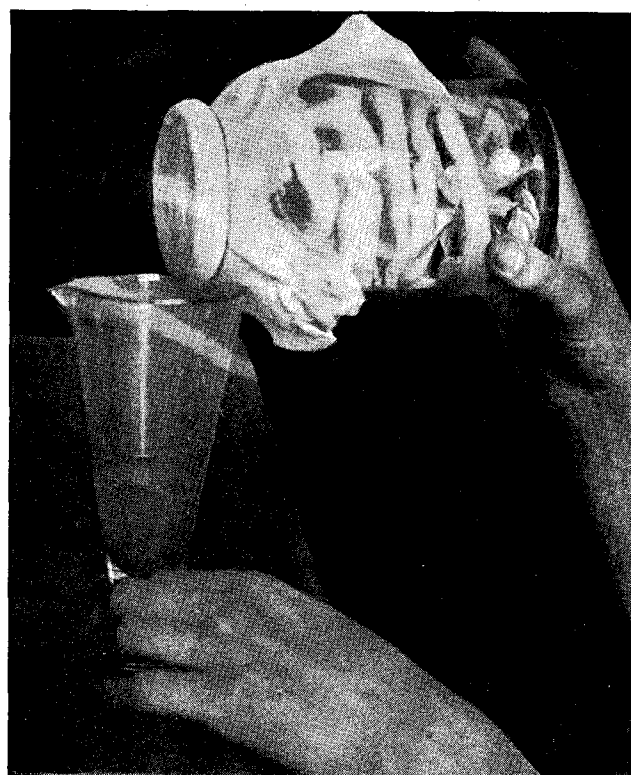
"The only possible value of this combination of drugs is the cathartic action of the well-known senna and cascara sagrada, etc., the tonic action of the iron, the appetizing action of the cinchona, the very potent action of potassium iodid, and the possibly desired effect of alcohol. It is seen that the sarsaparilla is so overpowered that if it had any action it could not be found.

"The Massachusetts State Board of Health, quoted in this report, remarks that the majority of laymen, while mistakenly believing sarsaparilla to have therapeutic powers, know that it is harmless; therefore its combination with an active drug like potassium iodid, in a supposedly harmless preparation sold by druggists, grocers, and department stores, is censurable. Potassium iodid can generally do harm in large doses, and may do harm in small doses.

"The Connecticut report goes on to state that the labels of five samples of these sarsaparilla preparations claimed to contain from 7 to 12 per cent. of alcohol. One contained 22.5 per cent. of alcohol, altho none was stated on the label. Three samples contained a large amount of glycerin. Many contained sugar in the form of molasses."

The author goes on to quote analyses of the contents of various preparations of this sort and to compare them with the claims printed on the labels. Most of them contain iodid of potassium. One variety issues the warning on its label, "Patients should cautiously avoid the use of beer and alcoholic stimulants even in small quantities, which is distinctly calculated to produce the very diseases which they wish to cure." Such advice, says the Connecticut report, is "most refreshing when connected with a preparation containing 5.1 per cent. of alcohol, more than is usually found in beer itself." The writer concludes:

"It is extremely improbable that there is any therapeutic value in sarsaparilla, or that there is any indication whatsoever



DRAIN THE OIL SLOWLY THROUGH MUSLIN AFTER IT HAS STOOD FOR SEVERAL WEEKS.

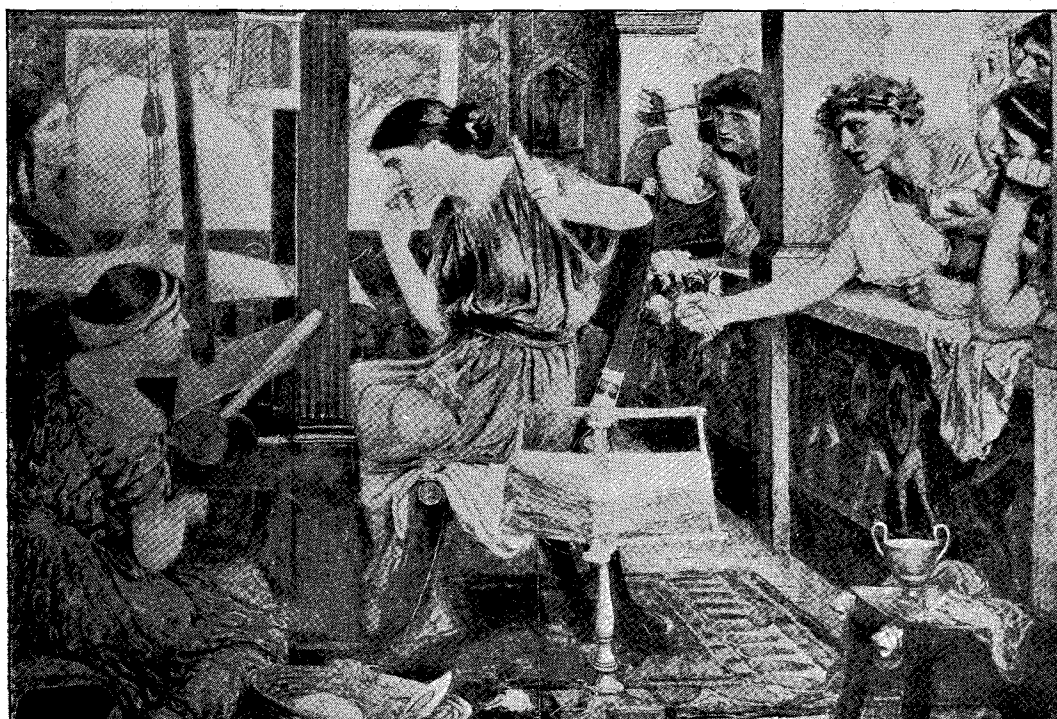
in medicine for the use of sarsaparilla as a medicament. The Pharmacopœia should be purged of such absolute nonsense, if it is to continue to enjoy its own self-respect."



ASSAILING THE ROYAL ACADEMY

ONE HARDLY LOOKS to the Archbishop of Canterbury to find an art critic, perhaps, but it was he alone, says a writer in the *London Academy*, who touched the truth regarding the present state of English art. It was at the annual banquet of the Royal Academy, after others had paid the usual compliments and the Prime Minister had talked about saving old masters from the foreign, particularly American, buyer. The Primate could ill criticize the art of his hosts, says Mr. Haldane MacFall, but "he went straight to Browning's true definition

"One stands aghast to think that the royal palaces will have their walls arrayed in the mediocre colored photography of a commonplace vision. It is pitiful to think that the King's art-advisers should be so blind and commonplace that they can not discover in all the land one decorative poet to hymn the significance and splendor of the crowning of the King. For, be it remembered, it is exactly this power of advice that still rests with the Royal Academy; the Academy still holds high office; and were it only competent to use its power with genius, its influence might be enormous. Can this be said to be harsh criticism? Would an Academician resent it if it were said about another institution?"



"PENELOPE AND THE SUITORS."

This painting by Mr. J. W. Waterhouse, R.A., was secured, before it was finished, by the corporation of the Aberdeen Art Gallery. "Britain almost alone of nations still likes the story-telling picture."

The Primate, as the *London Times* reports him, appealed for the decoration of public buildings and government offices with something else besides drab gray walls and geographical maps, saying:

"Nobody can read the story of Northern Italy in the days of Medici and Strozzi and Visconti, and the rest, without feeling that the civic and political life of those Republics was led by men who thought as well as acted and who, whether they used or misused them, had high ideals and big aspirations constantly to the fore. Why? There are no doubt many reasons. One was this. Where did they do their work, and write their letters, and sit in their committees? Why, among the frescoes of the Palazzo Pubblico of Siena, and the Palazzo Vecchio of

Florence, the Doge's Palace of Venice, and the Sala del Cambio of Perugia, and so on. If the committee was dull, and the chairman was stupid, and the drudgery was wearisome, they had something round them on the walls which gave a different hue to it all, and brought, I say it again, some poetry into the prose."

of the function of painting, and he appealed to the Academy and to the people, to the rich and to the citizen, to adorn the walls of public places with living art." It might have been in the Primate's mind to say by indirection what Mr. MacFall comes down flat with in regard to the annual display now filling Burlington House. "There is not one masterpiece in the whole length of the tedious display," he asserts. "There is scant sense of distinction, of great motive; one seeks in vain for a great poet." He complains that of the two Academicians of "supreme genius", Mr. Sargent (an American, by the way) sends a few landscapes with figures, and Mr. Brangwyn nothing at all. This is Mr. MacFall's trumpet-blast:

"To shut one's eyes to the utter collapse of the Royal Academy as a vital institution for the encouragement of all that is great and sincere in the modern endeavor, would be the veriest sophistry. But there is salvation from wreckage—artistic decay, be it understood—if the younger men will set their house in order; and it concerns the Academician most of all that he should save his great institution."

The state pictures—the "Prince of Wales" by Mr. Cope, and the "Coronation" picture by Mr. Llewellyn—are the "sensations" of the show. Of the latter Mr. MacFall writes:

But if the Primate's words were acted upon, echoes Mr. MacFall, "if the King's advisers guide the official rewards toward the uncreative, the official, and the merely pushful, what hope is there that the lucrative orders for great decorations would not see our supreme masters passed by in like fashion?" Further:

"The catalog of the Royal Academy has for motto: 'Take care to encourage the Beautiful; the Useful encourages itself'; and this trash fits well upon its portals this summer. There is scant doubt that if ninety-nine out of a hundred of those who decorate the walls of the display were asked to define art they would answer with the Beauty fallacy. That the committee of the Academy who printed it should set it upon the altars of their faith accounts for their humiliation. That art has for so long been mistaken for some elusive thing of mere beauty that has no use has seemed to many a sort of sacred thing in the nature of a sacrament; but it is only when art is realized to be a vital thing of supreme use, a necessity so compelling, so close to life as to be an overwhelming desire of man, that it flings off all shyness and embraces a people in all its majesty. The

critics speak slightly of the Pretty; but the pretty is not only a part of Beauty, it is a most legitimate need and a most charming one. It is sheer cant that sneers at the pretty; and it is significant that they who are forever deriding it are exactly those who narrow art to the falsity of Beauty and are unable to grasp the vast dominion that is the realm of the artist.

"The Academy, so far from balking, even while it complains to the heavens, has taken no small part, all unwittingly it may be, in driving the buyers into the market of the old masters by its false intention in art. People are timid, and rightly timid, of investing money in much work that the Academy encourages. Poetic justice walks these galleries if Poetry herself be flown. Surely it is ripe time that the Academy looked to itself, discovered the basic significance of art, and set its house in order to create it, and to bring into its fold all such as are masters in its creation. Pushfulness may be a fine commercial asset; it is not the badge of genius in art."

One picture in this year's show that we reproduce on the next page seems to have the vital element, but for that reason a critic in the London *Graphic* objects, saying:

"Mr. Strang . . . gives us with relentless power and with a handling as determined and relentless, like the life he depicts, a picture of a youth and 'his girl' at a restaurant on 'Bank Holiday.' The character, too, is excellent: but now it is done, what then? It is unsympathetic, and tho it has the significance of a picture of satirical or saturnine humor, within the capacity, indeed, of a Goya, will it affect the spectator as the painter has clearly intended it to do? Sympathy means much in a picture of life. See only the wistful pathos of Mr. Hacker's 'Imprisoned Spring'—the sadness of the girl shut up with the grace of her poor flowers—and one feels as much attracted by this canvas as repelled by Mr. Strang's. And one need not be a sentimentalist for that."

TAKING STOCK ARCHITECTURALLY

FRANCE AIDED the United States to plan its capital. Now the torch has been carried much farther westward, for it is an American architect whose designs for the new capital of Australia have been awarded the first prize. Mr. Walter B. Griffin of Chicago is the fortunate man, and his success is truly a cause for national satisfaction, says the New York *Evening Post*, for the competition was international in its scope. The opportunity was unusual—it called for the designing of an entire city. Australia, we are told, has acquired a federal territory four miles square, 165 miles southwest of Sydney in New South Wales, which is to be made into another District of Columbia. The task of the competitors was not to design buildings, but to indicate on the plan the precise sites for public buildings and monumental structures. Mr. Griffin's success, declares this editorial writer, "will have a double value if, besides awakening the world to a realization not too widely prevalent that American art in this field has become a competitor to be reckoned with, it shall make the country as a whole understand a little what giant strides the entire architectural profession has been making." For,

"Americans have had for so many years to apologize for their architecture, particularly in New York, that they have not found it easy to appreciate the revolution which has gone on under their eyes. True, we are all fond of boasting about our skyscrapers. In fact, we have come to expect that the visiting foreigner of note will rave about them as soon as he glimpses them when coming up the bay. But it is the wonderful progress of our public architecture to which we are as yet not awake, particularly in New York, which more than one visitor of taste and judgment now describes as a beautiful city.

"If any one wishes to test this, let him undertake to show a traveler from abroad the really striking buildings within the city. It will be no easy task, for he must start from the Battery, with its Custom House, and show a multitude of skyscrapers before even reaching the ever lovely City Hall, and the Hall of Records. The new Police Headquarters is also well worth seeing. The Public Library will, of course, attract, particularly because of its landscape treatment—we venture to say that few New Yorkers have yet seen and appreciated the terrace in the rear, now ornamented by the Josephine Shaw Lowell fountain

and the Bryant statue. Near by is the new Grand Central Station, far enough along to demonstrate that it, too, is to be worthy of being classed as a real work of art. The difference between it and the old hideous Grand Central Station that was rebuilt about a dozen years ago, indicates more clearly than anything else could the amazing transformation in taste which has gone on in this city since the days when the Windsor Hotel and the Grand Union were deemed the highest type of modern architecture, and the Murray Hill Hotel very 'tasty.' Then the only residence fit for a gentleman was thought to be the hideous brown-stone with its equally hideous brown-stone steps. Will it be possible to make future generations believe that about 1885 one might wander from Fourteenth Street to Central Park and find in every side street not a single variant from this same brown-stone front?

"Of the Pennsylvania Station we have often spoken. Time only brings out more clearly how great the monument its archi-



"THE KING OF SPAIN'S NAVY."

From the painting by J. Seymour Lucas.

The Academy, says Mr. Haldane MacFall, "has taken no small part, all unwittingly it may be, in driving the buyers into the market of the old masters by its false intention in art." Is this a sample?

teets have built to themselves, their city, and their art. The new Post Office going up behind it, in harmony with it, makes plainer than ever the possibility of an uptown civic and business center in this neighborhood—if only the city would supervise the buildings to come there. In Central Park, too, the new Art Museum is in itself proof of the artistic growth of the city. Who does not remember the hideousness of the first 'Egyptian' structure? In the near-by streets, now so happily diversified, are to be found many exquisite private homes, by no means all the property of millionaires, which daily prove to unbelievers that even a cheap house can be made a house beautiful. Not that every new home is a work of art; some extraordinarily grotesque adaptations of church architecture to the private dwelling seem to be the rage with some. But even they spell progress; at least they prove that the opportunity for original treatment, for individual taste, exists. It is no longer necessary to argue with a client that a departure from the conventional is possible without raising doubts as to one's sanity."

The advance in New York is "merely characteristic of what is going on the country over in greater or less degree." Thirty years is the period of almost complete transformation. *The Post* resumes:

"Whereas thirty years ago it was difficult to find a city that had a single beautiful building, it is hard to find one to-day that has not a number of them. Toledo has this winter inaugurated an exquisite art museum in a rare landscape setting. It draws visitors to that city from all the surrounding towns. Who can measure its influence upon the standards of taste of those who behold it? The whole city-planning and civic-center movement, the leaders of our national civic bodies, some of our magazines which deal with architecture, public and private, all deserve their share of the credit for this national architectural revival. True,



"BANK HOLIDAY."

The Royal Academy shows this canvas of Mr. William Strang, who paints an English youth and "his girl" at a restaurant on Bank Holiday. *The Sphere* finds it "almost humorous," but *The Graphic* objects that it is too unsympathetic. Mr. Strang is, from British standards, obviously at fault in not making his "story" plainer.

we have not yet developed, or rather returned to, a characteristic American architecture, but the trend is in that direction. The failure of so monumental a building as the New Theater carries its lesson. That attempt to house a national theater within a building which might have been an opera-house moved bodily from the capital of some small European principality, is not likely to be repeated. If a national theater ever comes to pass it will have an American home. But the great truth, after all, is that the nation has come to recognize architecture as a great and noble art, of value in every development of our national life. As our railroad stations have become objects of beauty—what American railroad, save the new Westchester one, has ever been built with an eye to beauty?—so the cash value of taste even in factories is coming to be understood. The public which will appreciate in its full significance the value of Mr. Griffin's achievement in Australia is infinitely larger than that of twenty or even ten years ago."

OMNIVOROUS READERS—Before outdoor life puts a final stop to all reading, we might acquire a few statistics concerning the omnivorous readers, just to solace ourselves for what we escape. Mr. W. P. James wonders (in the *London Evening Standard*) whether any statistician has attempted to ascertain the number of printed pages that would mark the maximum of a single reader's perusal. And he cites two cases that must reach the high-water mark:

"I was staggered, years ago, by a casual remark of Pro-

fessor Saintsbury, that no doubt every one of the 14,000 volumes in Southey's library had been carefully read by the owner once, and most of them more than once. Now, to read through 14,000 volumes once only means nearly a volume a day for forty years, including Sundays. But this estimate fades into insignificance in the face of a statement in the 'Memories of Men and Books,' by Mr. A. J. Church, whose death has just been recorded. He confest to having written seventy books and reviewed 40,000. Mr. Church was, it is true, already seventy-eight years of age when he proclaimed that appalling sum total. On any computation, this figure would mean the reading and reviewing of at least two books every day of his literary life, workdays and holidays, in addition to writing one book a year from the time he was eight years old, to say nothing of the books—and his own books are enough to show these must have been many—which he read otherwise than for the purpose of reviewing. Clearly, omnivorous reading does not kill; Mr. Church lived through it all to be eighty-three."

BALFOUR'S PLEA FOR LITERARY CHEERFULNESS

MR. BALFOUR would have literature as cheering as Cowper's cup of tea, without saying anything about the other and negative quality of the poet's beverage, which enabled him to keep an upright position on the sofa. In fact he is somewhat bowed down by the literary products of this day. He thinks they're not as cheerful as when he was young, and told this belief of his to the dining audience who celebrated the 122d anniversary of the Royal Literary Fund. When Mr. Balfour speaks, people generally listen, and in this case he has drawn the comment of several distant onlookers, one of them, even if a little bored at having to pay attention, being the *New York Evening Sun*, which describes the discourse as in great part "an amplification of the pleasant platitude with which we are all sufficiently familiar, to the effect that 'surely life itself is sad enough.'" What Mr. Balfour said along the line of literary cheerfulness is thus reported:

"I am constantly being asked to contribute to causes of one sort or another. They are very seldom, I regret to say, causes which are likely to cheer us all up. I hope they are useful, I believe in many cases they are necessary; but that great function they do not perform. I think, myself, that is a great function, it is one of the great functions of literature. I do not at all deny, of course, that things sad, sorrowful, tragic, even drab, may be and are susceptible of artistic treatment, and that they have been and are admirably treated by great literary artists; but, for my own part, I prefer more cheerful weather.

"I think that literature is less cheerful than it was when I was young. It may be that it is because I am growing old that I take this gloomier view of literary effort. But still I personally like the spring day and bright sun and the birds singing, and if there be a shower or a storm, that it should be merely a passing episode in the landscape, to be followed immediately by a return to brilliant sunshine. While that is what I prefer, I of course admit that the great picturesque, the striking, storm is a magnificent subject for artistic treatment, and as well worthy of the efforts of great artists. I am not quite sure whether the dreary day in which nothing is seen, in which the landscape does not change, in which there is a steady but not violent down-pour of rain, in which you feel that you can neither look out of the window nor walk out of doors, in which every passer-by seems saddened by the perpetual and unbroken melancholy of the scene—I do not say that that ought not to be treated as a subject of literature. Everything, after all, which is real is a potential subject of literature; as long as it is treated sincerely, as long as it is treated directly, as long as it is an immediate experience, no man has the right to complain of it. But it is not what I ask of literature.

"What I ask from literature mainly is that in a world which is full of sadness and difficulty, in which you go through a day's stress and come back from your work weary, you should find in literature something which represents life, which is true, in the highest sense of truth, to what is or what is imagined to be true, but which does cheer us. Therefore, when I ask you, as I now do, to drink the toast of Literature, I shall myself, *sotto voce*,

as I drink it, say not literature merely, but that literature in particular which serves the great cause of cheering us all up."

Mr. Balfour was gracious enough to take some of the blame, by implication at least, upon his own shoulders for growing old, but the *London Times*, coinciding with his analysis of current literature, finds the age itself too much a culprit:

"His opinion will be shared by those who are his contemporaries in age; and it is, no doubt, to be partially explained by the fact that the outlook of age is more somber, dejected, and disillusioned than that of youth. But we may find a deeper explanation in another part of Mr. Balfour's speech. Broadly speaking, the public taste at any particular moment is, as he tells us, largely dependent upon the character of society at the time, on its psychological, social, and esthetic climate. We view life through this medium, and it is a medium which, like a translucent screen, lets through some rays, rejects some, and absorbs others. Now, the world in which we live to-day is, according to Mr. Balfour, full of sadness and difficulty. No doubt it always has been to those who think, and still more to those who feel, but perhaps we are more conscious of it and more concerned with it than we used to be. We are all perplexed with the many riddles of the painful earth, and our perplexity is reflected in our literature. Nevertheless, the medium itself is largely of our own creation; and tho it may not be given to all of us to change its refractive character from the pitch of sadness and perplexity to that of cheerfulness and hope, yet it is, as Mr. Balfour pointed out, the special function and privilege of literature and of other kindred forms of creative art so to modify the literary and esthetic climate that, in due course, 'the public is made by the force of genius to accept some new mode of expression, some new ideal of art, some living change in the perpetually living process of the human spirit. This is preeminently the work of genius in the domain of literature and art. But according to Mr. Balfour it is not always the men of greatest genius who begin to effect the transformation.'"

It was quite natural that "some of the graver sort of fictionists" should take offense at Mr. Balfour's plea for cheerfulness. Mr. Charles Marriott, evidently being one of those who are never so happy as when miserable, protests:

"In his demand for cheerful reading, Mr. Balfour is asking for literature done with the finger-tips, and I feel his mistake the more strongly because I decline to believe that any art which is a matter of acquisition, so to speak, has any real value. . . . What the writer has to do is to express his whole reaction against life, and whether the result is going to be cheerful or depressing depends not only upon the writer's temperament. Life remains the same, whatever happens."

This observation *The Evening Sun* passes on to us, with the further bored reflection that it

"is at least as trite a comment as any of Mr. Balfour's, and serves to some extent to justify his criticism. For the rest, it is unfortunate that cheerfulness should so commonly be regarded as more superficial than gloom."

PLAYS THE SMALLER TOWN SEES

IF THE "ONE-NIGHT STAND" is a horror to the actor who suffers the maximum of the discomforts of his profession, it seems equally true that his efforts are also a horror to the "one-night stand" itself. And both actor and audience have to blame the commercial manager. Mr. W. P. Eaton showed an audience in Western Massachusetts how this works out to the end of giving the smaller towns, where the



"INTO THE VALLEY OF THE SHADOW OF DEATH."

Painted by Briton Revere.

It rouses the curiosity of *The Sphere*, which inquires who, "if the picture has any deep symbolism, has shot the hound with an arrow from behind." It is one of the many story-telling pictures in the Royal Academy exhibition.

people are "just as capable of enjoying good drama as the people of New York," and certainly "much closer to true American stock," but "a very tiny fraction of what is good on the stage to-day, and that fraction chosen without any discrimination." He declares that this is the fault of "private exploitation of the theater in general." The *Boston Transcript* quotes him as saying:

"Because the theater is exploited for private gain there has never been any guiding hand over it; each small town theater has been run well or ill, according to the capacity or rapacity of the manager; by a long-standing and pernicious custom the managers have resented any attempt on the part of the newspapers to tell the truth about their attractions, and their whole object has been to get a successful play, put a popular actor or actress into the leading part, and then take it to the towns where the largest receipts were to be had, and when the profits began to shrink, shelve it and get another, starting over again on Broadway. Accordingly the smaller towns, which could not see this star and play in the course of the season or two in which it was current, never see the play at all, and the attractions sent to them are of the cheapest sort, the sort that would not be tolerated in the larger centers. Yet the people in the smaller towns are just as capable, mind you, of appreciating good things as anybody else."

The remedy adopted in the last half-dozen years, of sending out second companies, or even third and fourth, to play the small towns with a big success, has, we are told, driven away from the theater the few people who still had the courage to go:

"Why? Simply because the managers, seeking private gain strictly, overstepped themselves, and killed the goose that laid them golden eggs."

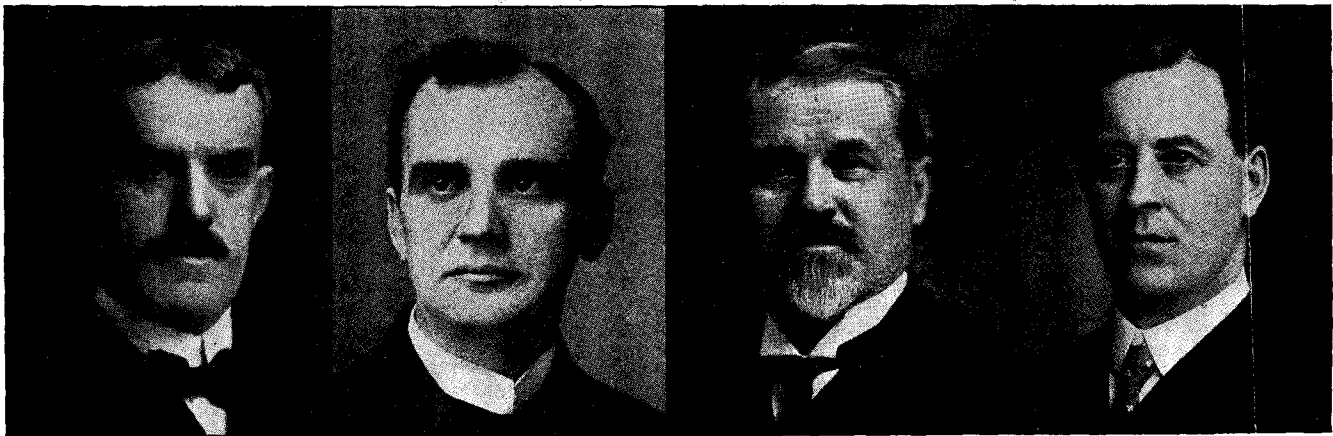


METHODISM AND ITS BISHOPS

NO ACTION of the Methodist General Conference held in Minneapolis was more radical than that dealing with its bishops. But the final vote stopt short of some of the changes proposed before the opening of the session. The suggestion of stationing each bishop in a diocese of his own, reducing him from a "general superintendent" to a local superintendent, was not accepted with favor by the College of Bishops in its representative's address, nor by the conference in its final vote. But the agreement was reached to divide the country into districts, not exceeding four, with the assignment of all bishops to annual conferences "adjacent" to their residences. The report which was adopted, we read, "provides that bishops shall be responsible for all church matters in the districts 'adjacent,' but provides as a safeguard that during the

have no such voice. Once the bishop could receive and suspend preachers; he could hear and decide all law questions and appeals, thus virtually holding power to exclude members. Now he has no such powers. Formerly the bishops nominated the most important standing committees. These are now elected by the district representatives. Once they chose their own residences, like other circuit-riders. Now they are assigned to designated cities. All these modifications are proper safeguards against abuses of power, but in effect they leave our episcopacy weakened in administrative efficiency. As for strategic movements in the cities, episcopal direction is barred by the Quarterly Conference or local corporation control of property. That body, purely local in its interests and largely personal in its reasoning, holds the cords of our denominational tents.

"So, too, mushroom universities may spring out of real-estate speculations, and rival colleges in rival cities, and, having for



FREDERICK D. LEETE, D.D.,
Atlanta.

FRANCIS J. MCCONNELL, PH.D., D.D., LL.D.,
Denver.

HOMER C. STUNTZ, S.T.B., D.D.,
Buenos Aires.

W. O. SHEPARD, S.T.B., PH.D., D.D.,
Kansas City.

NEW BISHOPS OF THE METHODIST

period one month before and one month after annual conferences presidential supervision shall rest with the bishops assigned, these bishops to be residents of the larger districts." Eight new bishops were added to the Church's general superintendency, four to take the places made vacant during the past quadrennium by the death of Bishops Foss, Mallalieu, Goodsell, and Spellmeyer. In the choice of these new ones a protracted series of votings was necessary, the process taking some color from a coincident discussion of the proposal to remove from the disciplinary rules the ban on doubtful amusements. The effort to lift the ban failed, as similar efforts have failed in the past twenty years, and it was observed that prominent candidates for the bishopric lost in the number of their supporting votes when their position favoring the abolition of the amusement clause was made known.

One further provision relative to bishops passed the conference. This law makes the retirement of a bishop automatic at the General Conference nearest his seventy-third birthday, and does away with the hitherto painful vote of superannuation. In the episcopal address, written and read by Bishop Cranston early in the session, distinction is made between the Methodist form of episcopacy and others. Thus:

"As presidents of the General Conference, the bishops are governed by rules adopted by the delegates, and their decisions in the chair may be reversed by the house on appeal. Formerly they had a discretionary voice as to the ordination of persons elected general superintendents, elders, or deacons. Now they

awhile scattered degrees like thistledown, be at last swallowed up in debt; and if perchance no bishop is at hand, it may be published abroad that tremendously valuable holdings have been 'lost for the want of episcopal supervision'—when the simple truth is that a bishop has no power to prevent such disaster, tho he may be called upon to save the wreckage by personal appeal. Thus in the vital elements of denominational protection as well as tactical leadership the office is without legal equipment or authority.

"Very different are the conditions with Protestant prelatical bishops, who have sole power in ordination and confirmation, and who sit as a separate house in making laws for the Church; or with Roman bishops, who hold the titles to all church property and direct the movements of the diocese with final authority, using the mythical keys to the Kingdom of Heaven to back up their judgment. . . .

"So the glamour of power falls away from the office and there remains—what? Simply a man entrusted with functions no more sacred than those of his brethren, and no higher except in the range of their contact with great interests; a man whose power for leadership must depend more upon his personal qualities than upon his office; a man approved only according to his fidelity to his trust and the confidence inspired by his behavior; a man always amenable not to a court of his colleagues, but to the judgment of his brethren, both ministers and laymen in General Conference, who demand a two-thirds vote as to his fitness when elected, and only a bare majority to declare his unfitness any time thereafter.

"And this is the office from which, with all its handicaps, so much of danger is feared as being possible, and of which so much is expected that, because of its limitations, is impossible. If for no other reason than its largest usefulness, it would seem that

a rational degree of confidence in the judgment of the body that elects bishops would assume the loyalty of the men elected and the trustworthiness of their observations until the contrary is proved. A rule of judgment so simple as this, and so manifestly just, would at once silence much reckless criticism and banish the groundless fears that have robbed the office of the possibility of greater service. But even that is not conceded. The office seems to be hedged about as if its incumbents were predisposed to mischief. Potentially it is in human nature to play the tyrant, the traitor, or the fool. But the Church has ample opportunity to discover such tendency in any man before electing him to this office. If she errs in judgment, there is a remedy at hand without recourse to revolutionary methods."

The demand for the curtailment of the itinerant episcopacy is opposed by the bishops in these words:

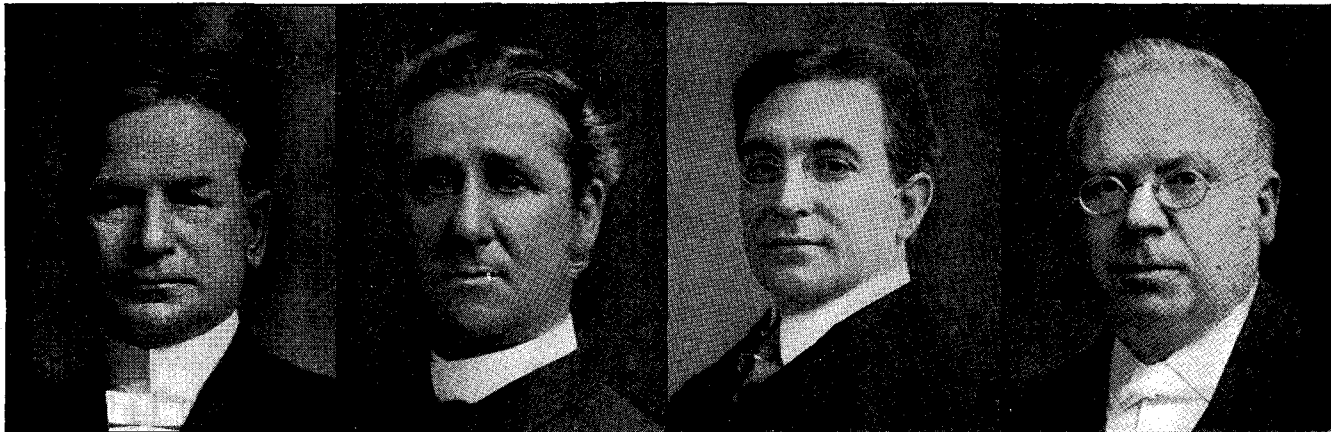
"When the General Conference began to assign individual bishops to reside in certain cities, it was not intended to inaugurate any radical change in the working methods of the office by localizing the activities of any bishop. While no bishop worthy of his office would fail to use the opportunities offered by his residence to advance local Methodism, we do not believe that General Conference meant to confer upon such cities any

CATHOLIC VIEW OF WOMAN-SUFFRAGE

WHAT the Catholic Church thinks of woman-suffrage has been set forth by one of her clergy, the Rev. Joseph Keating, in *The Catholic Fortnightly Review* (Techy, Ill.). He views the subject in relation to the family and the State, and finds that, so far as the former is concerned, "it is impossible to see any reason" why the vote exercised by the wife should "inflict any real or permanent injury on family life." The Church, he declares, "and not a few eminent churchmen," in this respect, "give the suffragette a free hand." But the Church is concerned with the interests of the State also, desiring justice to prevail everywhere. Here comes in another attitude:

"The Church, then, recognizes the right of the State to restrict the franchise for reasons of state. She does not quarrel with the disfranchisement of the Army and Navy, or of minors, or of prisoners or lunatics. There are good state reasons for such restriction.

"The question, then, finally comes to this—Apart altogether



RICHARD J. COOKE, D.D.,
Portland, Ore.

WILBUR P. THIRKIELD, S.T.B., D.D., LL.D.,
New Orleans.

THEODORE E. HENDERSON, D.D.,
Chattanooga.

NAPHTALI LUCCOCK, PH.D., D.D.,
Helena, Mont.

EPISCOPAL CHURCH WITH THEIR RESIDENCES.

special claims upon the resident bishop's time and service to the neglect of his general duties and his equal obligation to many other communities. It was only natural, however, that such a sense of proprietorship should develop, and sometimes find expression. This misconception hardly suggests the hasty recasting of our entire system of supervision. We do not recall an instance where experience has proved the wisdom of any change hitherto made in our original polity and methods. Promised results have not appeared. The proposed modification of the episcopal office toward diocesanism has no support in the recorded evangelistic success of that system. On the contrary, that form of episcopacy has lived mainly by its sacerdotal claims, largely by imagination, and, last but not least, in the Protestant line it has been materially aided by accessions to its ministry and membership from our own communion. This is not said in unkindness, but as a fact forced to the utterance by the assumptions thrust forward in current contentions

"Another consideration of decisive quality is the value of homogeneity as a factor in any stable and successful government. All policies and systems are the natural outgrowth and exponents of certain fundamental ideas, and differ throughout as those ideas differ. Thus the various denominations are the exponents of diverse conceptions of church life and polity. Methodism began as a protest against existing conditions and systems. It was revolutionary in its purpose. To help in making the world new it became a new world, with its own genesis, atmosphere, topography, and conditions of productive life. Like other worlds, it took a dual movement. Revolving about its own axis of doctrine, experience, and polity, it fell also into a natural orbit in which it moves with other ecclesiastical bodies about the sun which gives light and life to all of them. No one of these worlds can safely wander from its own creative conception."

from the family, should woman, in the interest of the State, be prevented from voting for the lawmakers?

"Opinion is greatly divided, which shows that the dictates of justice in the matter are not yet sufficiently clear. So, in the absence of any crying injustice directly traceable to the denial of the suffrage to women, the Church, too, is silent.

"I shall be told by vehement suffragists that the whole of history is resonant with such crying injustices, that women have been left ignorant and undeveloped, and kept in suppression for ages by reason of man-made laws, that low and unworthy ideas of the female character have been reflected in male legislation, that the already iniquitous divorce law is made still more unfair by discriminations against the weaker sex.

"The indictment in general can not be denied, but its force is well-nigh discounted altogether by two considerations, viz., that women in the past have generally acquiesced in the treatment they received, and that, if man-made laws caused the injustices, man-made laws have also very largely removed them. These considerations, and that other, that the Church, in matters social and political, does not generally go ahead of the ideas of the age, are enough to free her from the charge of conniving at the oppression of women.

"If an opinion is asked on the more general arguments that taxation without representation is unjust, and that those who obey the laws should, in a democracy, have some share in making them, I can not see that Christian teaching asserts either of these propositions without much qualification, the extent and grounds of which can not here be discussed. I need only say that the Church does not discover injustice in taxation which bears a fair proportion to means, and is expended for the general welfare, even tho the payee has no voice in the imposition or distribution, and, furthermore, that the Church's

conception of human law as deriving its final sanction from God does not tolerate disobedience to ordinances which are not in themselves bad.

"Questions of expediency, such as the usefulness of female opinion in matters concerning women and children, and the inadvisability of embittering a large section of the community by withholding what they consider a right, are, of course, still further removed from the Church's direct concern.

"Generally speaking, the Church favors every development of woman's personality, intellectual and moral, social and political, which can be shown to leave proper scope for her functions in the family."

PREPARING WORKING-GIRLS FOR LIFE

THO THE ACTUAL MINISTRY of the Charlotte M. Schmidlapp fund for Cincinnati working-girls is chiefly local, the thorough and scientific study of the social, moral, and educational life of young women gives it "far-reaching interest and suggestiveness." So that Dr. Dwight M. Pratt, writing in *The Congregationalist and Christian World* (Boston), ranks it "in the forefront of this kind of work in two hemispheres." The fund was established several years ago by Mr. Jacob G. Schmidlapp, in memory of a daughter killed in a motor accident in France. The original endowment was \$500,000; part of the income of this is to be added annually to the principal until it reaches the sum of \$2,000,000, and the balance is to be used, with yearly increase, in the interest of young women approved by the board of administration.

Much of the success of the bureau, believes Dr. Pratt, must be credited to the young woman who has been selected to conduct the work. She is Miss M. Edith Campbell, formerly a teacher of economics in the University of Cincinnati. Miss Campbell, "a gifted specialist," with "the investigating enthusiasm and skill of a scientist," is, we are told, in touch with the leading social workers in all our great cities, and in Cincinnati occupies "a place of recognized and esteemed leadership." No one else there, according to this writer, knows more about the problems of the self-supporting young women, or "has a better opportunity to lift young women to a vision of life's truest vocations and values."

"And well is she using her exceptional privilege as counselor, friend, and guide to inspire them to a well-rounded womanhood. She seeks to awaken in the wage-earner a new self-respect, and, as she herself says, 'to overcome, through poise, efficiency, and a broad outlook, the three foes of women, 'caprice, wearisome incapacity, and petty judgments.'"

Miss Campbell is thus quoted in explanation of the specific character of her work:

"We now have three departments—educational, employment, vocational. The first aids young women financially to complete their education. The second provides for an accurate industrial history of each girl; a study of her home life and social environment; a complete record of the industries of the city—their character and conditions and the character, also, of employers—and a visit to the same, before placing girls in their employ.

"The most important part of our work is the vocational department, where I hope we are laying the foundation for a truly scientific vocation bureau. More than a year ago, Mr. E. N. Clopper, a representative of the National Child Labor Committee, and I, representing the Schmidlapp Bureau, asked the Board of Education to allow us to issue for the city all the age and schooling certificates. We have in Ohio a new and excellent child-labor law, which requires the child not only to be fourteen years of age, but to have completed the fifth grade of the public school. Besides this requirement, the child must report to the office each time it changes its position, in order to secure a certificate. Supt. F. B. Dyer of the public schools was largely responsible for securing this law, and has been most interested in this vocational work, which is, of course, under his supervision.

"We thought this law should be given a thorough test, and

that by closely following its workings we could gain a thorough idea of the actual problems confronting the wage-earning child. We secured permission of Superintendent Dyer to put five trained social workers in his office, under the direction of a social psychologist. We expect to continue the work five years, and at the end of that time to present suggestions for vocational guidance."

Not only does this bureau, which is in charge of an expert, secure helpful information, but it has also secured the cooperation of the employers, who are "planning to release their girls a few hours each week, or possibly, in some cases, two days each week, without loss of pay, that they may receive the training or stimulus they need for personal development and a better grade of work." The writer in *The Congregationalist* continues:

"The object is twofold: a study of life in its larger aspects and purpose, and the adjustment of the temporary avocation to this larger ideal. For example, the general proposition is ever kept in view, viz., that woman has to prepare herself for two possible occupations—the temporary employment and the later probable duties of wifehood, motherhood, and home. Any work, however remunerative, that unfits young women for these later and larger duties must be classed as unworthy and disastrous.

"Thus, on the threshold of this vocational aid, the question first asked is, 'What occupations should a young woman enter?' And the answer that reveals the aim and spirit of the bureau is, 'One that will not injure her physically, mentally, or morally.' In other words, her work should contribute to her development and fitness for life's later duties. It should cultivate her mind and imagination, and give time and opportunity for culture in other and outside ways.

"The scheme outlined in this department is one of the largest and most beneficent ever conceived in relation to the industrial world. The cooperation of educators, of the public schools, and of great commercial industries is being secured, and the constructive forces of modern enterprise brought into line with this beneficent, scientific study of woman's vocation, condition, and needs."

THE "RITUAL MURDER" MYTH—In Russia has arisen again the "medieval" accusation that Jews use blood for ritual purposes, and a specific case of a violent death of a lad named Yuschinsky in Kief has, says *The American Hebrew* (New York), been "made the occasion by the judiciary of the Russian Government to insult the whole Jewish people by accusing a Jew named Beilis of having killed the lad in order to obtain his blood for ritual purposes." Before any crime has been proven against Beilis, says this journal, "his fellow Hebrews throughout the world are practically charged with implication in it by the form which the process has taken." On all sides a "cry of indignation" has been raised, as *The American Hebrew* rehearses:

"This cry has been echoed by the non-Jewish world in England, Germany, and even in down-trodden Russia itself. In England the protest has been signed by men like the Archbishops of Canterbury, York, and Armagh, with the Roman Catholic Archbishop of Westminster, the Duke of Norfolk, Lords Rosebery, Roberts, and Rayleigh, among other bishops and peers."

Germany and France have added the names of Professors Delitzsch and Brentano, Sudermann and Hauptmann; Anatole France, Loisy, and Octave Mirbeau. This journal continues:

"A feeble attempt has been made by Baron Heyking, the Russian Ambassador to the Court of St. James, to get round this array of illustrious names by declaring, on behalf of the Government, that the accusation does not apply to Jews in general, but only to some obscure sect of Jews who, it is contended, are addicted to this terrible method of approaching their Creator. No evidence has ever been produced of the existence of any such sect, and the allegation is merely a weak subterfuge to overcome the utter want of evidence of the validity of the 'Blood Accusation.' It is time that the Russian Government should be informed by the conjoint voice of civilization that she can not be allowed to slander a whole people in this medieval manner. When the next Hague Tribunal meets, the matter might be very well raised as one of international significance."



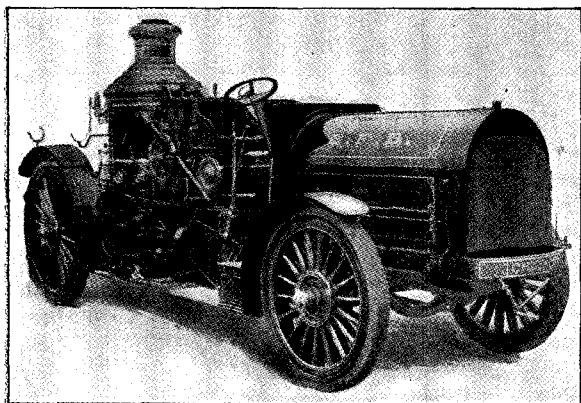
MOTOR-TRUCKS AND MOTOR-CARS



WHY AUTOMOBILE CLUBS DO NOT SUCCEED

A WRITER in *The Automobile* declares that the history of automobile clubs in this country "has not been one of the brightest phases of the industry." The reason has been the difficulty such clubs have had "to fit in." Many car-owners, having membership in a number of other clubs, have been reluctant to join, and hence the automobile club has had to force its way against opposing conditions. The result has been that while "in many cities the thin edge of the wedge was inserted, it rarely got any further." The writer declares that in "98 per cent. of the cities where a separate club-house was considered a necessity, financial embarrassment soon followed."

A fundamental reason for these failures has been the impossibility of establishing anything like real club-life in such organizations. "The owner of a car costing little over \$300," says the writer, "did not have much in common with the owner of a \$6,000 limousine, with summer bodies to go on the same chassis." While two



MOTOR FIRE-ENGINE IN USE IN NEW YORK, CHICAGO, AND THREE OTHER CITIES.

such members would each have equal rights as to membership, they would have "little, if anything else, in common." It has, therefore, been another case of oil and water failing to mix. Serious difficulties have also been found in attempts to maintain a dining-room service, which has rarely proved successful. More often, such services have become a source of loss. In fact, real club-life has rarely ever been well started and maintained in any of these clubs.

Having failed on the social side, attempts have been made to convert these clubs into garages and repair shops, so that the club was thus made over into "a purely business organization, with a few conspicuous social phases." The club, in fact, became a rival of business automobile houses, "buying from the same people that the latter buys from, and selling at the same, or a little lower, margin of profit."

Out of this rivalry discontent was developed, club-members interested in the automobile-supply business finding that they were "making direct contributions to a rival business establishment." The writer in *The Automobile* declares that these conditions "have been active in sapping the life-blood of every such club,

wherever located." In his opinion, the clubs should "keep out of the garage and repair-shop business," which is certain, sooner or later, to bring them into ill repute. Other phases of the subject are touched upon as follows:

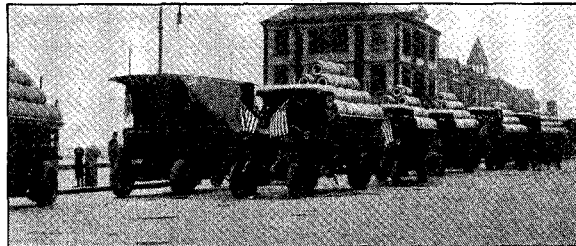
"Two types of automobile clubs have developed since the industry sprang up—one best described as the wealthy man's club, the other the utility club. The former came into being in most cases as a weapon to fight adverse motor legislation. In this it frequently did valiant service; but those who at first worked hard to build the club soon lost enthusiasm; the edge of the excitement wore off and the club was transmuted into a garage. The original efforts waned, and the public-spirited aspect practically passed out of being.

"The utility club has been of later origin. It is to all intents and purposes the antithesis of the wealthy man's organization. Club quarters are generally not thought of otherwise than as gratuitous quarters in a representative hotel. The spirit of the club has been activity—activity in the stimulation of contests, activity in sane legislation, activity in promulgating the improved highway spirit; in fact, activity has been the warp and woof of the entire structure. The activity club has drawn its membership from the great masses of automobilism, from the corner grocery man interested in motor-cycle delivery to the multimillionaire with his chain of factories. The bond of union in the activity club has been action—that common spur to progress irrespective of wealth, vocation, or social distinction. The activity club is the healthy club to-day. It is the club that is accomplishing results, the club that the industry needs, the club it cannot do without. While the wealthy man's club is often torn with internal dissension, the other is doing things."

THE MANAGEMENT OF GARAGES

It is declared by a writer in *Motor Age* that in a big eastern city one of the largest garages is "on the verge of going into receivership for the third time within five years." What is strange about this statement is that the garage is in one of the best locations in the city, has a building much superior to any building occupied by an-

other garage, and has had a volume of business "sufficient to warrant a reasonable profit at the end of each year." The writer declares that only one reason can be found for the failure of this garage to prosper. This is "poor business management." Inquiry among former customers of the



From "Motor Age."

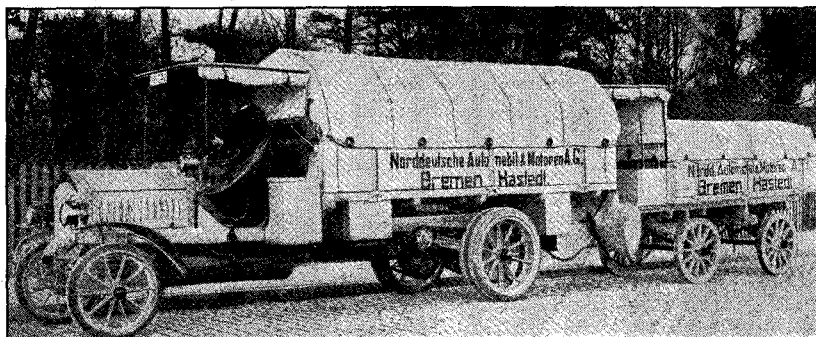
LADEN BREWERY TRUCKS.

garage disclosed the following evidences of bad management:

"One customer left because every time he went to get air in his tires the pressure in the supply-tank was gone entirely or else not adequate for the conditions. An electric motor was used to drive the compressor-pump and when the workman tried to start the motor to produce extra pressure there were short-circuits or some other troubles.

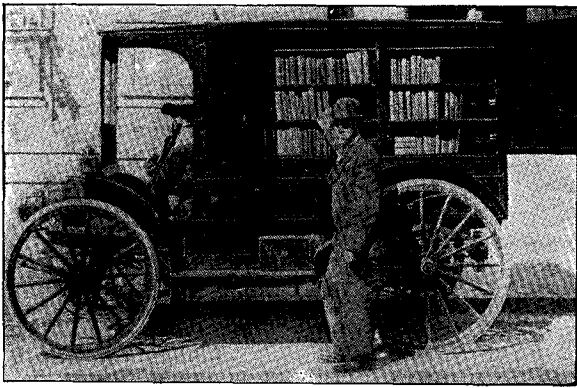
"With another customer it was discovered that whenever he had a repair made, the work was well done, but he invariably lost some car accessories and the charging was never correct. Investigation showed that a system for caring for car accessories and tools, when the machine went in for repairs, was entirely lacking, and that the loss of parts was not due to thieving, but to sheer carelessness. Sometimes these parts got mixt with those belonging to other cars, and in one or two cases it was discovered that accessories of one car had been put onto another machine. The overcharging was due to lack of a definite charge system. The garage-manager did not put into the hands of the head of the repair department a good system of time cards. The repair work soon became a matter of guessing, and with this method some customers were undercharged and others overcharged. The undercharged customer was perhaps pleased with his bill, but, on the other hand, the overcharged one talked the overcharge to his friends, with bad results."

The writer declares that the conduct of a garage or repair shop is much like the running of a hotel. In both cases the managers are "entirely dependent on public patronage." Neither a car-owner nor a traveler is compelled to patronize any particular garage or hotel. He goes to any



From "Motor Age."

A GERMAN TRACTOR AND TRAILER.



From "Motor World."

MOTOR DELIVERY WAGON USED BY A LIBRARY IN
HAGERSTOWN, MARYLAND.

that he chooses, and he may easily make a change when not satisfied. Trade for garages and hotels is secured by virtue of location and the quality of service rendered. The writer makes reference to the proprietor of one of the largest sales-rooms and garages in the West, as to the value of auditing an automobile business. The proprietor arranged for an auditing for the first time recently, with the following results:

"He discovered that his annual balance was not as favorable as it should have been, and as it was the year before. He was unable to explain the discrepancies. He tried making a personal investigation, but without results. As a last resort he engaged a professional auditor for a month. The auditor made a complete report on every department in both the selling end, the repair end, and the garaging end. Startling discoveries were made. Losses were discovered in some departments, and the causes of these ferreted out. As a result, the manager discovered just what profit he made out of each department; he further discovered what losses were sustained in others. The causes were discovered and remedies prescribed. The net result was that during the following months many changes of policies were made, new blood was added, dry bones were rustled up, and a healthy establishment soon grew up where certain decay had begun.

"Every manager of a sales department maintaining a garage and repair department should know his business. He may think that he knows it, but if he has not given it the acid test he may yet have the surprise of discovering that he has been fooling himself for a year or so. These are days of growing competition. The garageman last year, who was the sole proprietor of such a business in his town, finds competition this year. Each customer of last year is calculating on the situation. With one there is an immediate decision to patronize the new place. The old place was to him a hold-up last year. He objected to such methods, and now as soon as competition enters he goes to the new.

"The ill-kept, ill-organized, ill-lighted, ill-heated, ill-arranged garage is sure to drive away customers. The car-owner who gets water in his gasoline will not be a continuous customer. The patron who has to drive his car over an oily floor and leave the tires standing in oil dampness will only patronize such a place until he can conveniently get a better one. The garageman with the poor air-pressure for tires will lose out; with him it is only a matter of time.

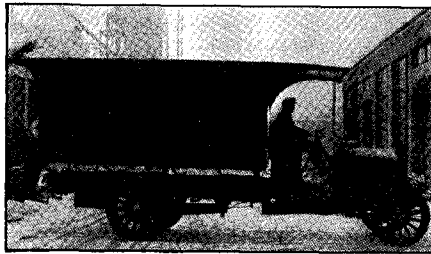
"There is a magnetism in a business-like, orderly establishment. The customer may not know exactly why he is drawn to such a place, but he is. It is not his duty to find out why, it is enough to know that the magnetism exists. Busi-

ness is never secured by sheer luck. There is always a reason and when conditions are analyzed it will invariably be found that the magnetism consists in good business policies and methods."

A CONSOLIDATION OF TIRE-MAKERS

The recent increase in the capitalization of the Goodrich Company and its transfer to New York as a corporation, was accompanied by rumors of a purchase by the Goodrich Company of one of its largest competitors, the Diamond Company. These rumors have now become an actuality. The purchase is not in any sense a merger, or absorption, except in so far as it is a purchase outright, the entire stock and good-will of the Diamond Company being taken over. The necessary meeting of stockholders to approve the purchase was held in Akron, Ohio, on May 27th. Some of the particulars of the terms under which the purchase was made are given as follows in *The Automobile*:

"B. C. Work, president of the Goodrich Company, said this week that the holders of each share of Diamond stock will re-



From "Motor Age."

A MOTOR ICE-WAGON USED IN HAWAII.

ceive 2.7 shares of Goodrich common stock, one share of Goodrich preferred stock, and \$55 in cash. They will receive \$75 worth par value of preferred stock and \$80 in cash, but will be permitted to devote \$25 of the cash to the purchase of preferred stock at par. Of the cash to be received \$5 is in a cleaning up of profits. The New York bankers report that they have closed the subscription books for all the common and preferred they had to sell.

"Will the Goodrich Company shortly increase its capital stock to \$150,000,000 instead of \$90,000,000?" Mr. Work was asked. "There is nothing in that, nor in the reports that we contemplate taking in other rubber companies," replied Mr. Work. "The new Goodrich Company, as now contemplated, will be the old Goodrich and the Diamond companies and no others."

"The name Diamond will continue as a trademark, as will also the Goodrich."

Both Goodrich and Diamond tires will be marketed

in the future as in the past. The new company is to be known as the B. F. Goodrich Company. It will be the largest rubber-plant in the world, having a capital of \$90,000,000 and a working force of 9,000 people in Akron alone. The Diamond Company is now employing 4,000 and the Goodrich 5,000. At the present time, the monthly pay-roll of the Goodrich Company is \$400,000, while that of the Diamond is \$300,000. The monthly pay-roll of the new Goodrich company will be \$700,000.

"The Goodrich Company was organized in 1869 and the first actual rubber products were placed on the market a year later. Twenty-five people were employed by the Goodrich Company at the start and the first year's output of the factory amounted to \$49,403. The growth of the Goodrich Company is best understood by a statement just issued, showing the profits and gross earnings of the company during the past four years:

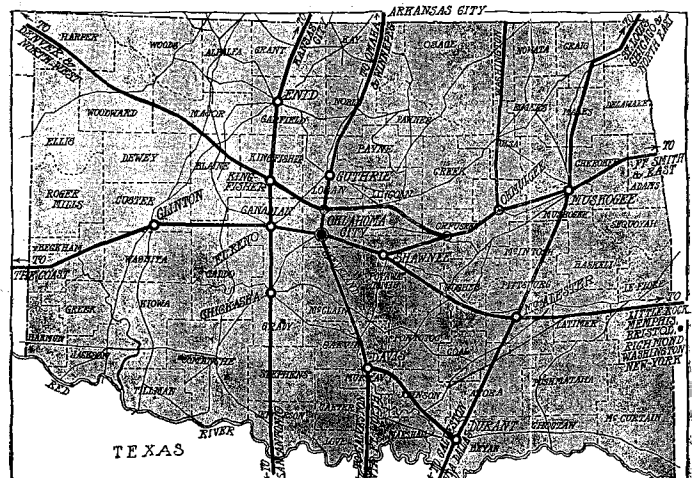
Year ending	Profits	Gross sales
December 31, 1908	\$2,793,433.12	\$13,815,914.38
December 31, 1909	3,433,548.75	18,605,238.04
December 31, 1910	1,605,254.10	23,806,578.76
December 31, 1911	3,992,592.03	27,406,732.53

"It is said that if the Diamond Company's report for the same time were known it would contain just as remarkable figures. The Diamond Company was incorporated about fifteen years ago, giving employment at first to but 250 men. Its growth has been almost as remarkable as that of the Goodrich. The Diamond group consists of twenty-five buildings and the twenty-sixth is now under construction. It will be 160 feet wide and 267 feet long. The estimated cost is \$190,000. It will be used for tire-manufacturing purposes."

A WORD FOR CHAUFFEURS AND GARAGES

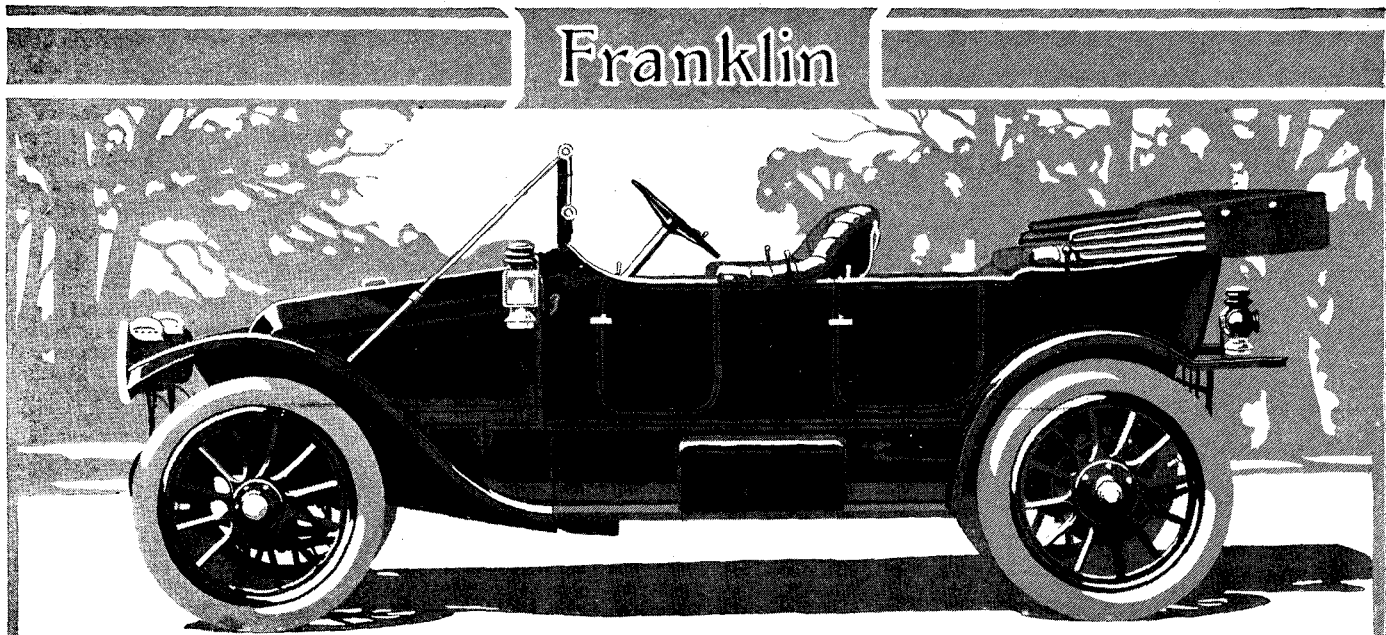
After the launching of so much criticism of chauffeurs and garages, it is interesting to meet with some well-considered statements in their defense. *Motor World* quotes a garage man, "who has a reputation for being straight," as saying that many evils might be eliminated, if only the owners of cars were better known to the men who manage the garages. Garage men "frequently do not see the owner of a car from one year's end to the other." The garage man here quoted declares that cars have been stored in his garage for two years or more, "without his ever knowing their owners by sight," and he is able to remember their names chiefly because he receives their checks every month. Every-

(Continued on page 1216)



From "Motor Age."

ROADS NOW UNDER CONSTRUCTION IN OKLAHOMA.



Franklin D Touring

This large five-passenger car is a plaything to the man accustomed to the ordinary heavy car—light weight, easy riding and low operating cost are the reasons why.

The Franklin, because of its flexible construction, rides easier, does more work and lasts longer with less mechanical attention than any other car.

Full-elliptic springs cushion road shocks. When the wheels strike rough places, the blow does not reach the chassis.

Front springs are as flexible as the rear springs. This balances the riding, and in addition keeps jars and jolts away from the engine.

Driving power is delivered positively and flexibly through the springs. There are no strut or radius rods to transmit vibration. Driving and braking strains do not rack the car.

Light weight lessens the strain on every part. The tires are not overloaded; they give long service without trouble.

A six-cylinder car, thirty-eight horse-power. Price \$3500 at the factory.

Send for catalogue of all models

FRANKLIN AUTOMOBILE COMPANY
Syracuse N Y

What Would You Think?

The operation of this car is simplicity itself—as simple as an electric. Your wives and daughters can drive it. This center control is the best new feature brought out in a car this year.

Even makers of absolutely distinct types of automobiles recognize the desirability of the Electric—just read the sentence above, taken verbatim from a recent advertisement of a prominent automobile company.

When men, who have made the study and construction of the automobile a life-work, openly voice their appreciation of the Electric—even to the extent of making it the criterion by which they ask you to judge their cars—it is time for you to realize that the Electric is the *ideal* car for you.

There is a wonderful sense of possession in driving an Electric—the exquisite feeling of power under your instant control—the consciousness of perfect security—the enjoyable satisfaction of gliding silently and comfortably wherever you will.

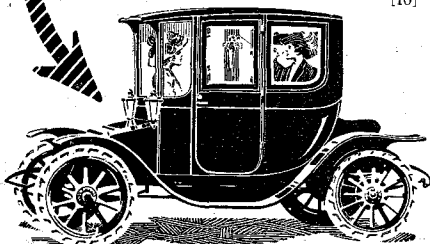
An Electric is perfectly adaptable to all phases of town use—day or night—in any weather. It is the most suitable car—the least expensive car to maintain—the car that *you* should own.

Interesting literature about the Electric Vehicle sent gladly. Write today.

Before you buy any car—consider the Electric

ELECTRIC VEHICLE ASSOCIATION OF AMERICA

124 W. 42nd Street
BOSTON NEW YORK CHICAGO



MOTOR-TRUCKS AND CARS

(Continued from page 1214)

thing is left to the chauffeurs. These conditions exist in many garages, and are the source of many of the evils so commonly complained of. "If we saw the owners occasionally," says this garage man, "and knew what manner of men they were, we would be better able to know how to act when action became necessary."

As matters are, the garage is more or less at the mercy of the chauffeur. The manager knows only what the chauffeur tells him, and is in a situation where he must accept what he is told. Moreover, the chauffeur, when inclined to do so, can easily "queer" a garage man. He can, of his own volition, take a car elsewhere, largely because the manager "has never seen the owner, and hence has no opportunity of presenting his side of the case." The writer is quoted further:

"Only yesterday a half-decent chauffeur dropt in and offered to store his car, or rather his boss's car, if I would make it worth while. He now stores at one of the most notorious crap-shooting, joy-riding 'joints' in our neighborhood, and as he is neither a crap-shooter nor a joy-rider the atmosphere is not congenial. He is anxious to make a change, but will not make it simply because he gets a 'rake-off' from the 'joint' to which I refer.

"When I told him it was my policy to allow the car-owners themselves 5 per cent. discount, and that I could not afford to do more, he brazenly suggested that he might make the necessary arrangement with the man on the floor; that is, he proposed making an arrangement with my employees to give short measure when gasoline and oil-tanks were filled and the owner to be billed for the full quantity, while the difference would constitute the chauffeur's 'rake-off.' He admitted that he had an arrangement of the sort with the garageman with whom he now stored, altho he need not have admitted it, as I know only too well that the practise is a too common one. If more owners would watch the fuel-consumption of their cars, and match it against their mileage records, and if they were not so easily gulled by the excuses that chauffeurs offer and by the blame which the latter usually throw on the garagemen, they soon would be able to get a line on their drivers. I know one owner who employed a smart, gentlemanly driver who, by keeping track of his gasoline-consumption for a couple of months, found that the polite young scamp was a joy-rider of the worst kind, and, incidentally, discovered why his car usually was operated badly.

"The main point, however, that I wish to emphasize is that if garagemen could meet the car-owners occasionally, or had a definite understanding with them, there would be less trouble and more satisfaction all around."

MOTOR-TRUCKS AND THE COST OF GASOLINE

The recent advances in the price of gasoline promise to bear most heavily on motor-trucks. Men who operate pleasure cars seldom count the cost carefully; hence they will not take much note of the advances, but a writer in *The Motor World* declares that these advances, which he pronounces "astonishing," can not fail to "affect unfavorably the truck industry." Many heavy vehicles work under such adverse conditions that they regularly average not more than two miles for each gallon of gaso-

line consumed. In such cases the increase in price will be seriously felt, inasmuch as it brings up the cost of fuel from about 6 cents to 9 cents per mile. These figures are for heavy trucks. Lighter ones, which average somewhere about six miles to a gallon, would have a rise in cost of from 1.5 cents to 2.3. In the case of houses operating fleets of trucks the increase becomes an important item. *Motor World*, commenting on these conditions, says as to the causes of the increase:

"Perhaps the supply of gasoline has fallen off to the extent of 56 per cent. during the course of the last six months, or perhaps the demand may have increased in the same proportion, but it will take more than mere assertions to carry conviction. Certainly the demands of the automobile market have not increased to an extent that justify anything mildly suggestive of such an advance, and the regularity with which one cent has been added to the price of the fuel indicates that the cause must be sought elsewhere. From the outside, it looks as if the advance in price is largely, if not wholly, an arbitrary one.

"Gasoline may be said to be a staple article, and when the price of most staples rises there is at least an attempt made to justify such increase. While the supply-and-demand explanation is made to cover a multitude of sins, it is difficult to justify its employment in this case. The situation is one that gives point to the demand for devices that will permit the use of heavier and cheaper fuel, and, it is to be hoped, will turn inventive faculties more earnestly in that direction."

THE TRUCK AND THE ARMY MULE

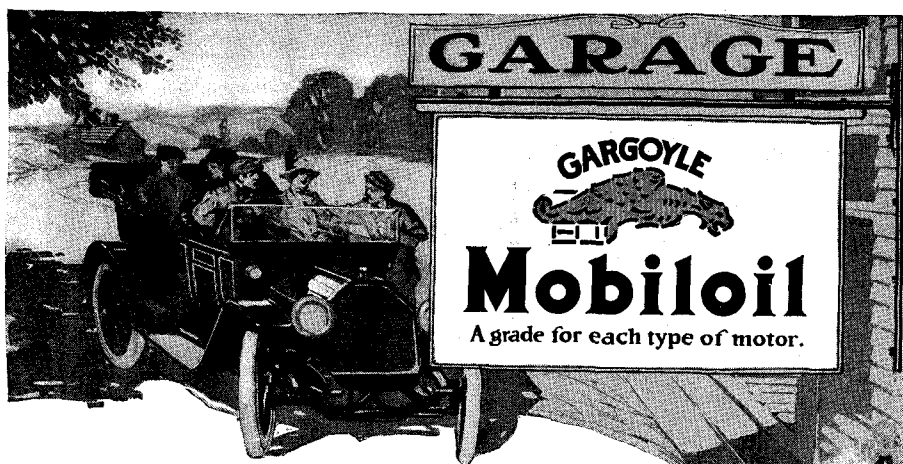
"It is declared by *The Commercial Vehicle* that "motor-trucks are certain to oust the army mule." This conclusion has been fortified by "a very strenuous 1,500-mile trip by an army officer with three different sizes and makes of commercial vehicles." The officer quoted is Capt. Alexander E. Williams, whose words are given as follows:

"From my experience with motor-trucks I am confident that a type of truck will be developed which will oust the historical army mule. I realize the deep-rooted sympathy which surrounds the army mule, and it will not be an easy task to substitute the motor-truck, but why should the United States go to war with an antiquated means of transportation? Where real efficiency and economy are pitted against sentiment, the latter must step aside. This change to mechanical transportation must come gradually, the trucks being substituted as the mule becomes unserviceable."

Captain Williams belongs to the Infantry branch of the Army, and has for some time been carefully studying the substitution of trucks for the mule in military operations. His recent test comprized a trip of 1,509 miles, with three trucks, over a road from Washington, by way of Southern points, to Fort Benjamin Harrison, near Indianapolis. Nearly two months were occupied in the trip. The roads varied from the best macadam to "the most impossible quagmire." Following are details of Captain Williams' experience, as given in a Washington letter to *The Commercial Vehicle*:

"After breakdowns in the different trucks, after tire difficulties, after having ferry troubles, after being pulled out of quagmires by mules, after slipping off icy

(Continued on page 1218)



Who recommended your lubricating oil? *That is vital.*

Automobile lubricants are like automobile parts.

They must fit the car they are used on.

The correct oil can't be determined by simple tests. Most motorists must depend on advice.

Dealers who handle Gargoyl Mobiloil can give you the specific recommendations of the Vacuum Oil Company—the recognized leaders in lubrication.

We supply them with a guide chart (printed in part on the right). The chart was prepared after a careful analysis of every American car and practically every foreign make. It will show you the correct grade of lubricating oil for your car (summer and winter).

In power-engineering circles these recommendations from us would be accepted as authoritative. You may feel assured that, in quality, the oils specified on the chart set a world standard.

They are put up in barrels, half-barrels, and in 5 and 1 gallon sealed, white cans.

The oils (refined and filtered to remove free carbon) are named:

Gargoyl Mobiloil "A."
Gargoyl Mobiloil "B."
Gargoyl Mobiloil "D."
Gargoyl Mobiloil "E."
Gargoyl Mobiloil "Arctic."

All are branded with the Gargoyl, which is our mark of manufacture.

VACUUM OIL CO., Rochester, U. S. A.

Distributing warehouses in principal cities of the world.

A guide to correct Automobile lubrication

Explanation: In the schedule the letter opposite the car indicates the grade of Gargoyl Mobiloil that should be used. For example, "A" means "Gargoyl Mobiloil A," "Arc" means "Gargoyl Mobiloil Arctic." For all electric vehicles use Gargoyl Mobiloil A. The recommendations cover both pleasure and commercial vehicles unless otherwise noted.

MODEL OF	1908	1909	1910	1911	1912
CARS	Summer	Winter	Summer	Winter	Summer
Abbott Detroit.....	A	Arc	Arc	Arc	Arc
Alco.....	A	Arc	Arc	Arc	Arc
American.....	A	Arc	Arc	Arc	Arc
Apperson.....	A	Arc	Arc	Arc	Arc
Atlas.....	A	Arc	Arc	Arc	Arc
Com'l.....	A	Arc	Arc	Arc	Arc
Austin.....	A	Arc	Arc	Arc	Arc
Autocar (2 cyl) Com'l.....	A	Arc	Arc	Arc	Arc
" (4 cyl).....	A	Arc	Arc	Arc	Arc
Benz.....	A	Arc	Arc	Arc	Arc
Bengdall.....	A	Arc	Arc	Arc	Arc
Brush.....	A	Arc	Arc	Arc	Arc
Buick (2 cyl).....	A	Arc	Arc	Arc	Arc
" (4 cyl).....	A	Arc	Arc	Arc	Arc
Cadillac (1 cyl).....	A	Arc	Arc	Arc	Arc
" (4 cyl).....	A	Arc	Arc	Arc	Arc
Cartercar.....	A	Arc	Arc	Arc	Arc
Com'l.....	A	Arc	Arc	Arc	Arc
Case.....	A	Arc	Arc	Arc	Arc
Chadwick.....	A	Arc	Arc	Arc	Arc
Chalmers.....	A	Arc	Arc	Arc	Arc
Chase.....	A	Arc	Arc	Arc	Arc
Cole.....	A	Arc	Arc	Arc	Arc
Columbia.....	A	Arc	Arc	Arc	Arc
Columbia Knight.....	A	Arc	Arc	Arc	Arc
Couple Gear.....	A	Arc	Arc	Arc	Arc
Croton-Keeton.....	A	Arc	Arc	Arc	Arc
Daimler.....	A	Arc	Arc	Arc	Arc
Daimler Knight.....	A	Arc	Arc	Arc	Arc
Darracq.....	A	Arc	Arc	Arc	Arc
De Dion.....	A	Arc	Arc	Arc	Arc
Delahaye.....	A	Arc	Arc	Arc	Arc
Delaney-Belleville.....	A	Arc	Arc	Arc	Arc
Elmore.....	A	Arc	Arc	Arc	Arc
E. M. F.....	A	Arc	Arc	Arc	Arc
Fiat.....	A	Arc	Arc	Arc	Arc
Flanders.....	A	Arc	Arc	Arc	Arc
Ford.....	A	Arc	Arc	Arc	Arc
Franklin.....	A	Arc	Arc	Arc	Arc
Com'l.....	A	Arc	Arc	Arc	Arc
Gramm.....	A	Arc	Arc	Arc	Arc
Gramm-Logan.....	A	Arc	Arc	Arc	Arc
Hewitt (2 cyl).....	A	Arc	Arc	Arc	Arc
Hewitt (4 cyl).....	A	Arc	Arc	Arc	Arc
Hudson.....	A	Arc	Arc	Arc	Arc
Hupmobile.....	A	Arc	Arc	Arc	Arc
International.....	A	Arc	Arc	Arc	Arc
Interstate.....	A	Arc	Arc	Arc	Arc
Isotta.....	A	Arc	Arc	Arc	Arc
Itala.....	A	Arc	Arc	Arc	Arc
Jackson (2 cyl).....	A	Arc	Arc	Arc	Arc
" (4 cyl).....	A	Arc	Arc	Arc	Arc
Kelly.....	A	Arc	Arc	Arc	Arc
Kissel-Kar.....	A	Arc	Arc	Arc	Arc
Com'l.....	A	Arc	Arc	Arc	Arc
Kline Kar.....	A	Arc	Arc	Arc	Arc
Knott.....	A	Arc	Arc	Arc	Arc
Krit.....	A	Arc	Arc	Arc	Arc
Lambert.....	A	Arc	Arc	Arc	Arc
Com'l.....	A	Arc	Arc	Arc	Arc
Lancia.....	A	Arc	Arc	Arc	Arc
Locomobile.....	A	Arc	Arc	Arc	Arc
Lozier.....	A	Arc	Arc	Arc	Arc
Mack.....	A	Arc	Arc	Arc	Arc
Marion.....	A	Arc	Arc	Arc	Arc
Marmon.....	A	Arc	Arc	Arc	Arc
Matheson.....	A	Arc	Arc	Arc	Arc
Maxwell (2 cyl).....	A	Arc	Arc	Arc	Arc
" (4 cyl).....	A	Arc	Arc	Arc	Arc
Mercedes.....	A	Arc	Arc	Arc	Arc
Mercedes Knight.....	A	Arc	Arc	Arc	Arc
Mercer.....	A	Arc	Arc	Arc	Arc
Minerva Knight.....	A	Arc	Arc	Arc	Arc
Mitchell.....	A	Arc	Arc	Arc	Arc
Moon.....	A	Arc	Arc	Arc	Arc
National.....	A	Arc	Arc	Arc	Arc
Oakland.....	A	Arc	Arc	Arc	Arc
Oldsmobile.....	A	Arc	Arc	Arc	Arc
Overland.....	A	Arc	Arc	Arc	Arc
Packard.....	A	Arc	Arc	Arc	Arc
Panhard.....	A	Arc	Arc	Arc	Arc
Panhard Knight.....	A	Arc	Arc	Arc	Arc
Peerless.....	A	Arc	Arc	Arc	Arc
Pennsylvania.....	A	Arc	Arc	Arc	Arc
Pierce Arrow.....	A	Arc	Arc	Arc	Arc
Com'l.....	A	Arc	Arc	Arc	Arc
Pope Hartford.....	A	Arc	Arc	Arc	Arc
Premier.....	A	Arc	Arc	Arc	Arc
Rambler.....	A	Arc	Arc	Arc	Arc
Rapid.....	A	Arc	Arc	Arc	Arc
Regal.....	A	Arc	Arc	Arc	Arc
Renault.....	A	Arc	Arc	Arc	Arc
Reo.....	A	Arc	Arc	Arc	Arc
Royal Tourist.....	A	Arc	Arc	Arc	Arc
Selden.....	A	Arc	Arc	Arc	Arc
Simplex.....	A	Arc	Arc	Arc	Arc
Speedwell.....	A	Arc	Arc	Arc	Arc
Stanley.....	A	Arc	Arc	Arc	Arc
Stearns.....	A	Arc	Arc	Arc	Arc
Stearns Knight.....	A	Arc	Arc	Arc	Arc
Stevens Duryea.....	A	Arc	Arc	Arc	Arc
Stoddard Dayton.....	A	Arc	Arc	Arc	Arc
Stoddard Dayton-Knight.....	A	Arc	Arc	Arc	Arc
Thomas.....	A	Arc	Arc	Arc	Arc
Walter.....	A	Arc	Arc	Arc	Arc
Welch.....	A	Arc	Arc	Arc	Arc
Welch Detroit.....	A	Arc	Arc	Arc	Arc
White (Gas).....	A	Arc	Arc	Arc	Arc
" (Steam).....	A	Arc	Arc	Arc	Arc
Winton.....	A	Arc	Arc	Arc	Arc



Stevens-Duryea

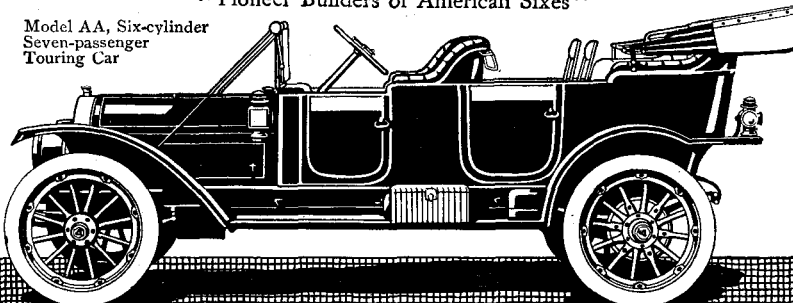
The Test of Quality

is the price you can get for your car after years of use. The demand for Stevens-Duryea used cars at high prices is always greater than the supply. The reasons why are:

- More power delivered to the rear wheels.
- Greater comfort of passengers.
- Less strain on mechanism.
- Less wear on tires.
- The mechanical design is years ahead.
- Your Stevens-Duryea stays new.

Our Catalogue and Individuality Book make this entirely clear

Stevens-Duryea Company Chicopee Falls Mass
 "Pioneer Builders of American Sixes"



Model AA, Six-cylinder
Seven-passenger
Touring Car

MOTOR-TRUCKS AND CARS

(Continued from page 1216)

roads into deep ditches, and after every possible experience on bad American roads, Captain Williams is outspoken in his belief that the motor-truck will oust the mule in spite of years of sentiment for the latter, and that this change will be a gradual one. With the motor-truck it is efficiency of transportation, with the mule it is antiquated transportation, and if war should arise the mule would go into the discard.

"Captain" Williams gives with great accuracy the details of each day, the road conditions, mileage, truck troubles, etc. He started off on February 8 with four trucks as follows: White 1.5-ton truck with pneumatic tires, singles front, duals rear; a four-wheel-drive gasoline-truck consisting of a pleasure-car chassis and a special body for a 1-ton load; a 1.5-ton Sampson; and a 1.5-ton Autocar. The first three were Government vehicles. The Autocar company sent its truck along at its own expense.

Three trucks, the White, Four-wheel drive, and Autocar, finished the trip, the Sampson dropping out, due to a burned connecting-rod bearing on the second day out of Washington. All of the trucks had more or less mechanical trouble, due to the terrible road conditions, and frequent delays were occasioned by waits for spare repair parts. The daily trips averaged anywhere from 10 to 100 miles, depending on the roads. The day's trip into Roanoke Rapids was 98 miles; on one day the White made 112 miles in overtaking the others, after a delay for repairs; 80 miles was made on the day's run into Anderson, S. C., and also on the run into Atlanta.

"Besides the accomplished daily mileage and road conditions, Captain Williams made reports on tires and gasoline during the run. The distances on a gallon of gasoline were: White, 4.5 miles a gallon; Four-wheel drive, 4 miles a gallon; Autocar, 4.4 miles a gallon.

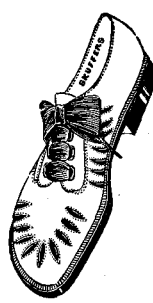
"The consumption of oil during the trip was as follows: White, 127 miles a gallon; Four-wheel drive, 109 miles a gallon; Autocar, 60 miles a gallon.

"The report on the tires is equally important. He without hesitation reports that solid rubber tires must be used for army field-work, and that a solid tire with a soft, flat tread is best suited to the army needs. He reported further that pneumatic tires should not be used, and that Newmastic-filled tires were better than pneumatics, and the third recommendation was that block tires should be avoided."

Motor Age, in discussing the subject of trucks as part of army equipment, says American military men are "determined to have the motor-truck." The problem of securing it, however, has peculiar features. Its desirability and its economy have been demonstrated and generally admitted. The difficulty is "to find a motor-truck which will not only haul the heavy loads required on steep hills and over all sorts of roads, but also be not so heavy as to break down the light bridges found in more thinly settled regions." A quartermaster must always be prepared "to transport supplies through any region accessible to artillery;" this means "the heaviest portion of the equipment of a moving army." Moreover, the supply wagon, whether drawn by mule or propelled by motor, "must be able to follow the field gun." The writer in *Motor Age* continues:

"The ordinary commercial truck, built for use on hard roads or paved streets, weighs about 6,000 pounds. Captain

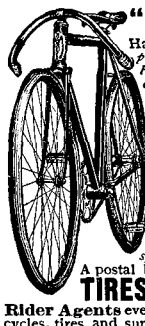
(Continued on page 1220)



Ask your dealer for the
Engle-Cone
E.C. Ventilated
Shoe and be comfortable
on the hottest days
this summer

Sizes — 62 for Men . . . \$3.00
 Sizes 2½—6 for Women and
 Boys 2.50
 Sizes 9—12 for Boys and Girls .50

Address for catalog, giving
your dealer's name if he cannot
supply you,
ENGEL-CONE SHOE CO.
28 New Street East Boston, Mass.



"RANGER" BICYCLES

Have imported roller chains, sprockets and pedals; New Departure Coaster-Brakes and Hubs; Puncture Proof Tires; highest grade equipment and many advanced features possessed by no other wheels. Guaranteed 5 yrs. are less than others ask for cheap wheels. Other reliable models from \$12 up. A few good second-hand machines \$3 to \$8.

FACTORY PRICES direct to you
10 DAYS' FREE TRIAL We ship on approval, freight prepaid, anywhere in U. S., without a cent in advance. DO NOT BUY a bicycle or a pair of tires from anyone at any price until you get our big new catalog and special prices and a marvelous new offer. A postal brings everything. Write it now.

Tires Coaster Brake Rear Wheels, lamps, parts, and sundries half usual prices. Rider Agents everywhere are coming money selling our bicycles, tires and sundries. Write today.

MEAD CYCLE CO., Dept. A. 172 CHICAGO



DILL'S BEST

Granulated Tobacco

Mild - Fragrant
Satisfying

Dill's Best has the Real Flavor of Real Tobacco. It cannot be improved by flavoring or adulteration. For 40 years we have used the finest grade of ripe and mellow Burley Tobacco.

The Connoisseur's choice. Three kinds of "B-E-S-T" for pipes and cigarettes:

Dill's Best Granulated	1½ Oz. tin	\$1.10
Dill's Best Cube Cut	1½ Oz. tin	1.00
Dill's Best Sliced Plug	1½ Oz. tin	1.00

Say Dill's Best to your dealer. If he can't supply you, send us 10c for 1½ oz. tin.

J. G. DILL, Inc., Manufacturer, RICHMOND, VIRGINIA

More than 10,000 enthusiastic owners of the 1912



find it all that a motor car should be

More than ten thousand completely contented and enthusiastic 1912 Cadillac owners—more than ten thousand people with no disposition or desire to own any other car—doesn't that present an impressive picture to your mind?

People are accustomed to say that the man who buys a low-priced car will some day own a better one—but the man who buys a Cadillac stops there—whether he has owned a car of higher or lower price.

A great majority of Cadillac owners are amply able to pay more money—why is it they are not tempted to do so?

Because the Cadillac owner finds his car all that a motor car should be—finds that it renders service which money could not better.

Some characteristics of the universal satisfaction of Cadillac owners

Cadillac owners begin with a dependable electrical system that automatically cranks and lights the car—features exclusive in the Cadillac. They check over everything that the Cadillac is and does—and find nothing in which they would ask for improvement.

For example: the excellence of the Cadillac engine is actually axiomatic in the engineering world. It is accepted not merely as the finest type of engine extant at the Cadillac price—but as a type and a pattern of engine excellence the world over; and at any price.

More than thirty-five thousand four-cylinder Cadillac engines have, in advance, established the unimpeachable reliability of the motor which the 1912 owner finds in his car. He knows that he may expect the superlative of service from the careful and costly principle of "built-up" and "individual-part" construction; and his expectations are not disappointed.

Cadillac methods of cylinder-and-piston measurement—reduced to the minutest accuracy known to the manufacturer of motor cars—have advertised that phase of Cadillac construction in the remotest corners of the world.

The Cadillac owner knows before he buys his car that he could not, at any price, surpass the efficiency of the engine. Is it surprising, therefore, that when this prior knowledge is exemplified in daily service, no other engine tempts him?

You have no doubt heard of Cadillac engines in use for as long as ten years without developing a deficiency.

With the copper jacketed cylinders, the Cadillac owner finds the water circulating space so uniform that with the efficient Cadillac system of radiation the cause of overheating is eliminated.

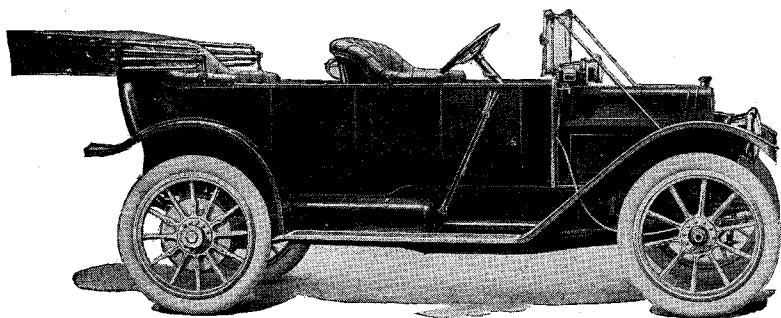
The accurate fit of cylinders, pistons and rings again demonstrates its far-reaching influence on the efficiency of the Cadillac system of lubrication—a system that eliminates the "smoke nuisance" and permits many an owner to run his car for a year or more without even removing a spark plug.

Carburetor, clutch, transmission, steering mechanism, springs, brakes and control, drive and axles—space does not permit of our discussing them all—but each and every one of them reaches that high Cadillac standard of performance which permits no higher standard.

And in that last sentence you have a glimpse of the true source of Cadillac contentment and enthusiasm—the Cadillac makes its own standard in every part and phase and function that goes to make a motor car what it should be.

The Cadillac does not aspire to an ideal set by someone else—it makes its own ideals and raises them higher and higher.

The Cadillac does not strive after the achievements of other plants—it is a school and a model in and unto itself.



TOURING CAR \$1800

Other Models:—Four passenger Phaeton \$1800, four passenger Torpedo \$1900, two passenger Roadster \$1800, seven passenger Limousine \$3250. Prices F. O. B. Detroit, including standard equipment.

Cadillac Motor Car Co., Detroit, Mich.



STEWART Speedometer

The perfect speed and distance measure—a beauty in appearance, a marvel in accuracy.

Speedometers that cost more than the Stewart are priced high—not because they are better—but only because they are fewer; the extra price doesn't represent value—it only means a smaller output. The Stewart volume of business is enormous. Stewart Speedometers are on four cars out of five.

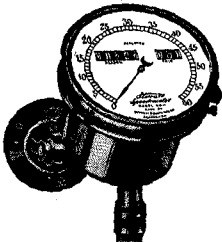
The Stewart is the best speedometer that can be made, and it is sold at a minimum price. Other makers cannot supply a comparable instrument at double the price.

AN ABSOLUTE NECESSITY ON EVERY CAR

Stewart Speedometers save you from arrest and accidents—keep track of your season mileage—save you money on tire adjustments. Enable you to follow guide-book mileage when touring, and help you in many other ways to enjoy your car and operate it economically.

Guaranteed for Five Years

Magnetic principle, employed in 85 per cent of the speedometers in use. Slow moving parts, hardened and polished, no wear. Ball and jewel bearings; 100,000-mile season odometer, 100-mile trip register, can be set back to any tenth of a mile. Unbreakable flexible shaft. Drop forged swivel joint. Noiseless road wheel gears, an exclusive feature of the Stewart Speedometer.



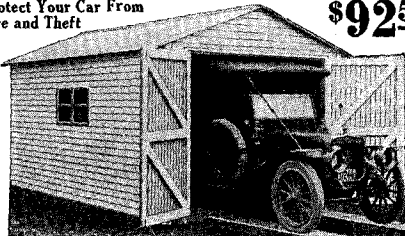
Speedometers, \$15 to \$30
Rim Wind Clock Combinations,
\$45 to \$70

Stewart & Clark Manufacturing Co.
1895 Diversey Boulevard, Chicago

Detroit, Chicago, San Francisco, New York,
Boston, Cleveland, Philadelphia, Kansas City,
Los Angeles, Minneapolis, Indianapolis,
London, Paris

Have Your Own Private STEEL GARAGE

Protect Your Car From
Fire and Theft



\$9250

Have your own Garage. Make sure no one is using your car without your knowledge. Save \$25 to \$35 monthly garage charge. Save \$50 to \$100 cost of building by ordering **Edwards Fireproof Steel Garage** Shipped complete. F. O. B. Cincinnati, on receipt of \$92.50. Blue prints and simple directions come with shipment. Sizes come 10 feet wide, 14, 16, 18 or 20 feet long, 10 feet high. Ample room for largest car and all equipment. Fireproof, weatherproof, indestructible. Locks most securely. An artistic structure any owner will be proud of. Booklet, with full description and illustration, sent on request.

THE EDWARDS MANUFACTURING CO.
242-782 Eggleston Ave. Cincinnati, Ohio

MOTOR-TRUCKS AND CARS

(Continued from page 1218)

Williams, of the quartermaster's department, believes a motor-truck weighing not more than 3,000 pounds is what the Army really needs. Thus far, the manufacturers who have been cooperating with Captain Williams, have been able to achieve the weight reduction desired.

"The motor-trucks have been built and delivered in Washington, which are claimed to represent the present limit in weight reduction. One of these was made by the White Co., of Cleveland, Ohio, and another by Alden Sampson Co. The White truck is shaft-driven, has 30-horse-power engine, and weighs 4,770 pounds. The Sampson truck has chain-drive, a 24-horse-power engine, and weighs more than 5,000 pounds. Captain Williams is of the opinion that both makers can get down to 4,000 pounds, eventually.

"It is calculated that an army motor-truck, to be an economical investment, must haul a load of about 3,000 pounds. The heaviest gun transported by the field artillery weighs 7,000 pounds. Thus the total weight of a 4,000-pound truck, loaded, would be just equal to that of the heaviest artillery. The lightest truck thus far offered would, when loaded, weigh 770 pounds more than the field gun which, to be successful, it must follow.

"Strenuous tests will come this summer when the troops begin to take the field for annual maneuvers. The trucks will be put in the baggage trains, and will compete with the mule-drawn wagons in hard campaigning. Efficiency and economy will be the basis of comparison between the two means of transportation.

"It is expected that these tests will reveal some defects, and suggest possible improvements. But it is safe to say that if any of the cars prove reasonably satisfactory, a beginning will be made toward eliminating the mule and wagon, and the substitution of the self-propelled truck. Conservative estimates name 1,500 as the number of motor-trucks which will eventually be required by the mobile army in time of peace."

PREPARATIONS FOR A WEEK'S TOUR

At this season of the year, when motorists are planning short tours, a series of suggestions on this subject, contributed to *The Automobile*, are interesting. The writer advises against making a return trip over the route followed for the going trip. He advises also that plans as to stopping places have regard for an average speed of not more than 17 miles an hour. It is always to be remembered that, while greater speed is usually indulged in when roads are good, roads are often not good; moreover the speed in passing through towns and cities must often be reduced to 12, or even fewer, miles an hour.

At an average of 17 miles, one can cover about 120 miles in a day by riding only 7 hours. An ideal week's tour, according to this writer, should not embrace more than 700 miles, the week being one of six days. He strongly advises a careful tuning up of a car during the week or two previous to making the start. A thorough overhauling should be given at this time, provided this has not been done earlier in the season. Every detail should have careful examination.

As to extra articles that ought to be carried, he suggests that "at least two extra shoes should be taken." In case the tires are not of the same size on front and

The Atwater Kent Ignition System

For your Motor



"CAR running fine, thank you! Big relief, too! All last summer I put up with my old magneto and vibrator coils—had trouble most always—battery renewals and magneto repairs almost drove me to bankruptcy. Never felt safe on a run until home was in sight—car ran like a three-legged dog.

"This season I had my repairman install an Atwater Kent System. Was skeptical at first, and didn't believe so simple a device would deliver the goods. But say! The car runs great—I can throttle down to a walk and go through traffic as slow as you please on high gear.

"By means of my greater spark advance, I can get more speed out of the car than I would ever have dreamed possible. As for upkeep, I have driven three thousand miles so far this season, and my original set of dry cells is still in good shape.

"I am an Atwater Kent booster."

Write to-day and get our illustrated booklet J, full of interesting ignition facts.

Atwater Kent Mfg Works
43 N. 6th St. Philadelphia, Pa.

A Real Rubber Tire

wheel and tire foh, 35c. Tire foh only, 10c. Paper weight, 35c. Send coin or stamps. Quantity prices with special lettering. Agents wanted for complete line of catchy rubber novelties. Send for catalogue "E."

The Oakland Advertising Co.
Akron, Ohio



Save $\frac{9}{10}$ of Your Tire Repair Expense

For five cents you, yourself, can permanently repair any puncture—easier, quicker and better than by vulcanizing. All you need is your two hands and the Tire-Doh outfit shown above. Even the worst blowout—in tube or casing—can be quickly repaired with

TIRE-DOH
Trade Mark Reg. U.S. Patent Office

Money back upon request is our guaranty.

Tire-Doh makes a permanent repair as tough and elastic as the tire itself, at one-tenth the cost of vulcanizing. Use it anywhere—in the shop or on the road. Only 15 minutes to repair a puncture, an hour for a blowout. The outfit consists of one can Tire-Doh, one can Tire-Doh Cement (enough for 40 punctures) and one Inside Casing Patch, all neatly packed in a white enameled can.

Besides saving nine-tenths of your tire repair expense you can **Double the Life of Your Casings**

by promptly repairing cuts and sand-pockets with Tire-Doh. Prove it to your satisfaction at our risk. We refund your money upon request. Ask your dealer for a Tire-Doh outfit today—price, \$2. Or send us \$2 and get one express prepaid. You run no risk. Money back if you ask it. Order Tire-Doh now and save money.

ATLAS AUTO SUPPLY CO., 63 East Adams Street, Chicago

rear wheels, one should carry two rear shoes and one front shoe. The number of extra inner tubes taken should be ten, and each should be "kept flat and amply powdered with soapstone." Punctured tubes should be carefully repaired every night after a day's run, in order that a full supply of available inner tubes may be kept constantly on hand. Tourists should not fail to have with them a compressed-air bottle. The value of this will be especially appreciated in hot weather or when a tire has to be inflated in wet weather. As to the storing of equipment and baggage, the writer offers the following suggestions:

"The first rule to remember is to keep bulky packages out of the tonneau. The second is to keep tools which are apt to be used frequently away from the rear seats unless the party is entirely of the stag variety. It must be conceded that it is extremely easy to carry the jack, tire-irons, and similar tools beneath the tonneau seats, but this is more than counterbalanced by the discomforts accruing to those who are forced to dismount from the car in the rain or on a bad stretch of road while the tire is being repaired. The space beneath the seats should be utilized solely for the emergency equipment, such as the 20-foot length of rope, which is very essential, and such tools as are not apt to be necessary except in case of ditching or other mishap. A very good place to carry the jack, if there is no provision for it in the tool-box, as on some of the larger cars, is flat against the front seat. Two small brass staples may be screwed against the front of the seat and the jack is held in position by means of a strap run through the staples. In this way the jack is always ready for use. The tool-box on the running-board will hold all the other tools that are necessary for quick repairs.

"Personal equipment is the last point to be considered before the start. This department of the tour generally causes the most trouble when it should give the least. One of the paradoxical features of personal equipment is the fact that those who are the most experienced carry the least. The old backwoodsman smiles derisively when the city camper arrives with forty-five complete changes of costume and in like manner the experienced tourist regards the car laden down with a pile of useless impedimenta.

"As regards travel, a word of advice may be given. Start as early as possible. A stag touring party may get away at 5 o'clock in the morning, but anything like that can never be hoped for when ladies accompany the tour and the pleasure of their company must be paid for by a little less time on the road. It will be found, however, a good rule to start early and to arrive at the resting place early in the day, anywhere from 3 o'clock in the afternoon on being a good hour in the country where a short stay would be a delight and not a delay."

CARS FOR 1913

One of the large companies, making high-priced cars, has already announced some of its plans for 1913. *Motor Age* says that radical changes in design have nowhere been expected, such changes as would be made being along the line of simplification and refining in construction. In the case of the cars now announced by this company for 1913, there appear no radical changes in the mechanical features. Certain alterations in the nature of refinements have, however, been made in both the mechanism and the body. The writer adds:

"Most noticeable among the mechanical



Better Digestion—Better Appetite —Yours by Drinking Grape Juice

"Using a reasonably large amount of unfermented grape juice with a mixed diet is beneficial, digestion being improved, intestinal fermentation diminished. . . . The agreeable flavor increases the appetite, by no means unimportant consideration."—*Extract from Farmers' Bulletin 175, published by U. S. Department of Agriculture.*

THAT grapes are one of Nature's best aids to good health has long been recognized by Europe's skilled physicians.

Grape "Cures" are an established institution across the water, and thousands of health seekers flock to them yearly.

But the most convenient way to take

advantage of these wonderful health giving qualities is to follow the recommendation of Uncle Sam's expert given above—

—And drink with meals, and between meals, a "reasonably large" quantity of pure, rich grape juice—the grape juice that you insure yourself by always insisting on—

Armour's Grape Juice

The Family Drink

Bottled Where the Best Grapes Grow

Made only from luscious sun ripened Concord Grapes, ready to burst with juice, Armour's Grape Juice is unsweetened and undiluted—just the pure, rich juice, preserved only by sterilization and air-tight bottling.

Each day's picking goes to the press *that same day*.

Grapes are never held over to wilt and wither.

Armour's Grape Juice is sold by grocers and druggists at fountains, buffets and clubs. It will help you resist the enervation of long, sultry summer days.

If your dealer cannot supply you, we will send you a trial dozen pints for \$3, express prepaid.

Address Armour and Company, Dept. 154, Chicago.

ARMOUR AND COMPANY





TEXACO MOTOR OIL

YOU, the car owner, need no longer number cylinder troubles among your motor cares.

Pitted cylinder walls and valves, weak compression, faulty ignition, can almost invariably be traced to an inferior cylinder oil.

The perfect cylinder oil contains no carbon impurities. Its lubricating qualities have not been impaired in order to eliminate carbon. It shows a zero cold test.

Texaco Motor Oil meets these requirements. The most careful working tests have shown none of the troublesome carbon deposits so common with motor oils. It burns absolutely clean. It has sufficient body to lubricate perfectly. Cylinders never "dry out," never become scarred or pitted. It has a cold test of zero and thereby eliminates all of the lubrication troubles usually caused by cold weather.

These are strong statements. You may feel skeptical. The best proof of their truth is in the use of the oil itself. Try a can.

Sold in 1 and 5 gallon cans at garages and supply shops. For instructive booklet, "About Motor Lubrication," address Dept. B, 4 Washington St., N. Y. City.

THE TEXAS COMPANY
HOUSTON NEW YORK

BRANCH OFFICES

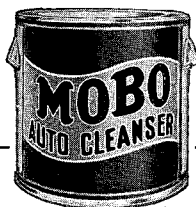
Boston	Chicago	Norfolk	New Orleans	Dallas	Pueblo
Philadelphia	St. Louis	Atlanta	El Paso	Tulsa	

changes is in the ignition system where the Bosch double synchronized system, employed at present, will be superseded by the Bosch dual system. The reasons advanced for this rather surprising change are on the basis of simplicity, for this eliminates one set of spark plugs, one set of wires in the distributor system, and the battery distributor with its bevel gear drive from the camshaft. It is said that the dependability of the modern magneto is such that battery ignition was found to be employed only one-tenth of one per cent. of the time where both systems exist and during their periods of idleness the battery spark plugs have a tendency to become carbonized and to operate uncertainly when they are called upon. When current from the battery is supplied through the magneto distributor, as in the dual system, the one set of plugs is believed to be more often in good condition, as they are always in use.

"Along with the change in the ignition system there is also a slight alteration in the wiring. The vulcanized rubber wire bar formerly in use in Peerless cars is replaced in the 1913 models by a made-up wire bar. The latter is more compact, lighter, and is mounted less conspicuously over the top of the cylinders between the spark plugs and the water outlet. It permits easier access to the motor parts on the intake side. In each lead from the magneto to the plugs two connections have been eliminated. Insulation of the conductors has been made more perfect and the individual wires may now be replaced without necessitating an entire new unit.

"A damper throttle valve supersedes the piston type of valve in use at present. It is claimed that the action of the new throttle valve is more positive at low speeds, owing to the fact that an equal movement of the steering column hand-lever control produces a less effective opening or closing of the throttle. At high speeds it is said to offer less obstruction to the passage of the mixture of gasoline and air from the mixing chamber to the explosion chambers. The fewer parts in the mounting and control of the damper throttle valve makes for simplicity and the arrangement is lighter.

"A unique arrangement is provided in the lubrication system to prevent loss of oil. The two drain cocks of the crank-case are attached to a lever so placed that the bonnet cannot be fastened down when they are open. It becomes impossible, therefore, to run the car with the oil draining out of the motor and so burn out a bearing. The splash system of oiling is continued."



All you need to make your car look like new is **MOBO**

Mobo is easily applied—with water and a sponge. But that isn't the main point.

Mobo is the only auto cleanser that *takes off the dirt and doesn't ruin the gloss*. Ordinary soap dulls the "finish," streaks the surface and is liable to crack and blister the paint. When you clean with Mobo you take no chances. You can *clean your car daily*—Mobo is good for paint and varnish—gives life and lustre to them.

Write for Booklet, "How to Keep an Automobile Clean and Bright," sending us your dealer's name.

Sold everywhere

JOHN T. STANLEY

Maker of Fine Soaps

650 West 30th St. New York City



LEE TIRES

Spring Mill Factory

6056
miles—
without a puncture

Not the record of a single tire—but the
average record of 54

LEE Pneumatic Tires

Think of it—a total mileage of 327,007 reported by one truck user of national prominence, without a single inner-tube replacement; with tire troubles eliminated.

Booklet L, full of reasons why our unique steel-disc-in-rubber-cushion construction makes these pneumatic tires absolutely puncture-proof, yet resilient, sent on request.

OUR STORES:

835 Seventh Ave., New York City
105 Massachusetts Avenue, Boston
225 North Broad St., Philadelphia
620 South Michigan Ave., Chicago
1212 Woodward Avenue, Detroit



LEE TIRE & RUBBER CO.
CONSHOHOCKEN PA
J. Ellwood Lee, Pres

The Secret is Out.—Congress is a national inquisitorial body for the purpose of acquiring valuable information and then doing nothing about it.—*Life*.

That's Why.—MADGE—"I thought you liked Charlie better than Jack."

MARJORIE—"But Jack has proposed."
—*Brooklyn Life*.

Wise Ones are Mum.—The secret of success has been fairly well kept, considering that so many people are anxious to tell about it.—*Puck*.

Her Choice.—FATHER—"Mildred, if you disobey again I will surely spank you."

On father's return home that evening, Mildred once more acknowledged that she had again disobeyed.

FATHER (firmly)—"You are going to be spanked. You may choose your own time. When shall it be?"

MILDRED (five years old, thoughtfully)—"Yesterday."—*Woman's Home Companion*.

PERSONAL GLIMPSES

A 'WOMAN WORKER IN A NEW FIELD

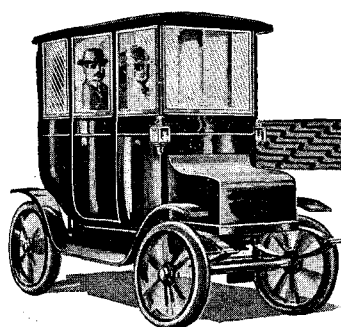
WHEN Miss Anna Murphy passed the civil service examinations in Chicago, and applied for a position as ward superintendent of street cleaning, she was placed in charge of the nineteenth, the largest and dirtiest ward in the city. The authorities "higher up" knew that the undertaking was too much for most of the men who aspired to the office, and it is not unthinkable that they may have expected Miss Murphy to fail, and give up the job in a few weeks; but it was not long before they began to wonder if women really did not know more about street cleaning than men. Miss Murphy not only proved that she knew her business, but taught the Carter-Harrison administration some lessons in street cleaning; and the indications are that she will accomplish a good deal more. The story of her success is told by Octavia Roberts in *The American Magazine*, where we read:

They gave her an office, a broken-down old dwelling-house near the stock-yards, allowed her an appropriation that was all too small for the work to be done, and left the work to her judgment. She went about cleaning up the ward exactly as a good housekeeper would go about cleaning up a house, left in bad order by the last tenants. The task was fit for Hercules. To begin with, she had ten square miles to look after. And this area embraced everything from farm-lands to the stock-yards. Very few of the streets and none of the alleys were paved. Many of the streets were under water more than half the year. Others were paved with rotting cedar blocks.

A beginning had to be made somewhere, so she started on the alleys. She had her men bring out incinerators, and gave them orders to burn the trash, knee-deep. They burned everything, from cats and dogs to old mattresses. She didn't do as men do with janitors either, give a general order and retire to pleasanter scenes; she did as a good housekeeper does when she bosses a man-of-all-work—gathered up her skirt, stood over her employees, and saw that nothing was slighted.

Next she had the barns and fences white-washed to destroy the vermin. Then she established the custom of garbage cans, two for each family. Directions for the separation of waste were printed, by her orders, in three languages, and hung in every kitchen. When she found, then, that the foreign women were still careless about the condition of the alley, she had those buckets carried into their own back-yards. "You see, if their yard is filthy it reflects on them," she reasoned, "instead of on the city." This measure was effective from the first.

But her greatest triumph has been her economical solution of what to do about the flooded streets. The city had no idea of paving them, yet no good municipal housekeeper could countenance their condition. The water was actually deep enough in places to drown a baby. Here is what Miss Murphy did. She had all the trash from the alleys—tin cans, mattresses, and so



Your "Electric"
and the

"Exide" Group of Batteries

If you, as an electric vehicle owner, have already equipped your car with one of the famous batteries of the "Exide" group, you know the distinctive merits of these batteries far better than we can express them in these printed words.

It is to those, who are using or contemplating purchasing an "Electric" without one of the "Exide" Batteries, that this advertisement is directed. Each of the following statements applying to the "Exide", "Hycap=Exide", "Tbin=Exide" and "Ironclad=Exide" Batteries—made by the oldest and largest battery maker in this country—is a fact, proven and positive. Each battery in the "Exide" group is made for a particular service.

These batteries will run electric cars—pleasure or commercial—*more miles with less expense, less attention and with greater continuity of service* than any other batteries made.

"Exide" Batteries never "stall" on hills nor when starting heavy loads, give good service in either cold or hot weather and can be recharged at reasonable cost.

The "Ironclad=Exide", "Hycap=Exide", "Tbin=Exide", or the "Exide" Battery is used and endorsed by all the following prominent electric vehicle makers:

Argo Electric Vehicle Co.
Atlantic Vehicle Co.
Baker Motor Vehicle Co.
Borland-Grannis Co.
Broc Electric Vehicle Co.
Champion Wagon Co.
Columbus Buggy Co.
Commercial Truck Co. of America

Dayton Electric Car Co.
General Vehicle Co.
Grinnell Electric Car Co.
R-C-H Corporation
Kentucky Wagon Mfg. Co.
C. P. Kimball & Co.
Ohio Electric Car Co.
Phipps Electric Auto Co.

Rauch & Lang Carriage Co.
Standard Electric Co.
Studebaker Automobile Co.
The Waverley Co.
Walker Vehicle Co.
Ward Motor Vehicle Co.
Woods Motor Vehicle Co.

The above facts merely express the dependable service secured from the "Exide" group of batteries in general terms. A request to the nearest Sales Office will bring you interesting details. You are surely interested in obtaining dependable, efficient, trouble-proof service from your "Electric," therefore write to-day.

THE ELECTRIC STORAGE BATTERY CO.

1888

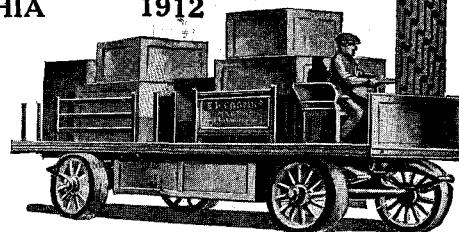
PHILADELPHIA

1912

New York Boston Chicago St. Louis
Cleveland Atlanta Denver Detroit
Los Angeles San Francisco Seattle Portland, Ore.
Toronto

860 "Exide" Distributors. 8 "Exide" Depots.
"Exide" Inspection Corps.

Use the "Exide" Battery for Gas Car
Ignition and Electric Lighting.



NINE SOLD IN FOUR DAYS AT NEW YORK SHOW

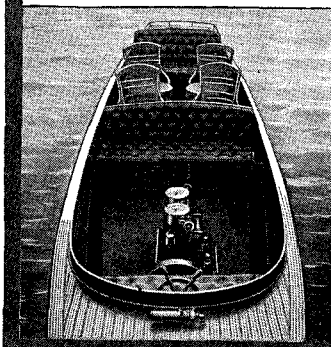
Feb. 1912, of our
25 Ft. "SPECIAL"

It has no equal at any price. Southern white cedar planking, copper-riveted;—top and interior best mahogany, handsomely panelled, counterbored and plugged;—up-to-date seating plan;—silent exhaust. Other sizes and models also on hand.

FAY & BOWEN ENGINES
ARE RELIABLE

Send for our illustrated catalog and our pamphlet of proofs

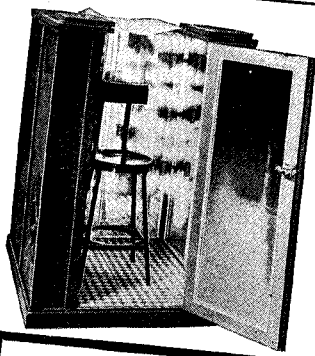
FAY & BOWEN ENGINE CO., 72 Lake St., Geneva, N.Y., U.S.A.





Why waste good dollars in big-car travel when the Ford will get you there as quickly, as comfortably, as safely—and at a fraction of the cost? Thousands of owners of more expensive cars are buying Fords this year—because of their maximum economy and time-tested efficiency.

Seventy-five thousand new Fords go into service this season—a proof of their unequalled merit. The price is \$590 for the roadster, \$690 for the five passenger touring car and \$700 for the delivery car—complete with all equipment, f.o.b. Detroit. Get new catalogue from Ford Motor Company, Detroit—and name of nearest representative.



Health AND "Backbone"

for you in the Radiant Energy of Electric Light—the vigor that means success.

You can't be healthy unless you sweat to throw off the body poisons.

But ordinary summer sweating is debilitating; on the contrary, Electric Light is a tonic heat, and the rub-down following removes the body wastes which the pores throw off. The

Battle Creek Electric Light Bath

is a wonderful penetrating tonic, generating heat in the depths of the tissues and the deep layers of the skin. For brain workers the Battle Creek Electric Light is one of the surest roads to Efficiency. Can be placed in any bathroom or bedroom. 4 cents worth of electric light gives a thorough bath, no attendant needed. Ready instantly.

Send for Free Book of Home Treatments. Illustrations and full details of our Standing and Folding Cabinets, prices and terms. Cabinets are built to last a lifetime, shipped complete on 10 days' trial.

SANITARIUM EQUIPMENT COMPANY, 268 West Main Street
Battle Creek, Mich., U. S. A.

forth—everything but the food (that is burned), carted to the swimming streets and dumped there. When the street was full, she had gravel, ashes, broken stone, whatever she could get, put on top. The whole was rolled, and behold—without the cost of an extra cent to the property owners—Chicago had a beautiful new highway smooth enough for automobiles to glide over.

A year has passed since Anna Murphy took charge of her vast district, much yet remains to be done, but, any one will tell you that she has accomplished wonders. To do so she has worked hard. Every morning at seven she has been at her office starting out from fifteen to sixty men on their rounds. Big, burly fellows most of them are, yet their discipline is the least of her troubles. "I have men working for me," she said, "so good and faithful I'd fight through the City Hall to keep them with me."

When she is asked how she won their allegiance, she says thoughtfully, "I have always tried to make them feel we were working in a common cause. And I let them know when I am pleased."

This is an age when women are invading many fields of work hitherto closed to them. The ultimate decision as to their right to engage in the new occupations will not rest on either argument or prejudice, there is always in the end but one test: the quality of the work itself. Judged by the standard that Anna Murphy has set as a ward superintendent, the Municipal Housewife has come to stay.

THE METHODS OF BASEBALL MANAGERS

MANY of our leading baseball reporters would have us believe that success in choosing and managing a major-league team depends largely upon fine-spun brain work, but John N. Wheeler, writing in *Recreation*, is quite sure that the modern exponent of the national game is far from being a towering intellect who thinks only in the fourth dimension. Mr. Wheeler does not belittle the value of level-headedness in managing a ball team, but he thinks that the importance of what is called "inside" or scientific management is much exaggerated—that it exists principally in the imagination, and is "played up" by reporters because it helps to fill space. The styles of most managers, he says, are much the same in the essentials of success, which consist for the most part in bullying the umpires, fining players who pull "bone" plays, and employing men who can produce the wallop in the pinch. Mr. Wheeler has this to say about the manager of the Philadelphia Athletics:

"Connie" Mack is mild-mannered, cool, and unruffled in the face of defeat or vic-

Farm Mortgages 6%
Insurance Companies, Banks and Individuals buy our Mortgages; marketed for 30 years without the loss of a Dollar. Send for descriptive pamphlet "A" and list of offerings. Highest references.
E.J. Lander & Co. Grand Forks, N.D.

tory. He constantly keeps his lightning-rod turned to bring down for him players with two qualifications—speed, and the ability to bat.

"Let me have about me men who can bat," he once proclaimed, stealing some of Cæsar's stuff. That was at a banquet after winning the world's series from the Chicago Cubs in 1910. Some one let him have them, and he won another pennant and Championship of the Universe in 1911. And that, by the way, was one of the longest speeches Mr. Mack ever made; he is not given to conversation. When off the field, he is harder to discover than the well-known needle in a hay-mow, and, when on the field, no one pays attention to him, because he is hardly ever visible to the naked eye. He oozes onto the bench in Philadelphia through a private entrance under the stand, and he leaves by the same route.

"The lime-light hurts my eyes, and they are not strong," he once said.

Remarkable as it may sound, after "Connie" Mack had won the championship of the world for Philadelphia, in 1910, and had put that town prominently on the map again, just when its great desecrated insomnia-cure was being widely advertised as its sole attribute, few of the citizens knew the man by sight. A story is told, and there is no reason to doubt the veracity of the author, as he is one of the most prominent members of "Connie's" team, about the manager riding down-town in the Philadelphia subway one morning immediately after that great series, when he was a national hero. Two fans, sitting in a cross-seat opposite the Athletics' leader, were discussing his wonderful qualities as a manager, and expressing a great desire to meet him.

"I go to the ball game every day," said one, "and I wouldn't know 'Connie' Mack if I were to fall over him."

Mr. Mack listened attentively to the conversation. They all three arose to get out at the Broad Street station. The train gave a sudden jolt, and Mr. Mack was accidentally thrown against his two admirers.

"Can't you stand up, you big, long stiff?" exclaimed one to Mack. "I hate these guys who are always bumping into you in the subway," he went on to his friend.

Mr. Mack did not reply; from which we may well suspect he has a subtle sense of humor.

Mack is a great believer in speed. His men must be good hitters and fast base-runners. Mr. Wheeler goes on:

"Sacrifice anything to speed," says Mack. "They must be fast." And for reference observe Collins, McInnis, Barry, and Baker. It is maintained by many experts that "Eddie" Collins' speed turned the tide of the second game of the world's series with the Cubs in 1910, enabling him to make a play that upset the whole attack of Chicago, and carried Chance's team off its balance.

No one was out, and Sheekard was on first base when the batter, Schulte, hit sharply between first and second on a hit-and-run play. The punch appeared to be good for what Chicago dearly wanted, but Collins was after it like a flash. Going at full speed, he reached down one hand, and,



Standard Set—Consists of Triple Silver Plated Razor, two Metal Blade Boxes, and 12 double-edged Blades; all contained in Morocco Grain Leather Box, \$5.00.

Start the Day with a Three-Minute Gillette Shave

THIS morning over 3,000,000 men shaved with the Gillette Safety Razor as shown above—the regular stand-by—the good old reliable five-dollar Gillette Standard Set, known the world over. They are men with all kinds of beards—men with tender skins. They include men who "never before could shave every day"—men who could not shave themselves at all until they adopted the Gillette. It's something to insure yourself the luxury of a velvet-smooth shave every day in the year without stropping or honing. A safe, sanitary shave without roughness or irritation of the skin. Price, **\$5.00**

Gillette Safety Razor

For sale in forty thousand retail stores in every part of the habitable globe

No Stropping



No Honing

GILLETTE SAFETY RAZOR COMPANY

22 West Second Street, BOSTON

Give Your Boys and Girls Healthful Outdoor Exercise

The Medart Out-Door Gymnasium

meets every need of a family of children and puts them on the road to health, fitting their bodies for useful and successful lives.

There are swings and see-saws for the girls, horizontal bars and rings for the boys, teeter ladder and summer toboggan for both to enjoy.



You can choose your children's play companions when you have them at home. The outfit is strongly built of heavily galvanized steel piping; perfect workmanship; is repair proof. It is easily set up and the various parts are easily adjusted as may be desired. Every part guaranteed.

Write for illustrated Catalog C and free booklet "The Health Story of a Home Gymnasium."

FRED MEDART MFG. CO.
3508 De Kalb St.
ST. LOUIS, MO.



FASCINATING STORY BY A PIPE—FREE!

"A Pipe's Own Story," an Interesting
Yarn—Inspired by Tempting
"Edgeworth" Tobacco—
Now Ready-Rubbed

JUST published—the first of a series of "Pipe Tales." It's "A Pipe's Own Story." It reveals the inside view point of Mr. Pipe himself on the tobacco question. Fascinating as romance, absorbing as a character sketch by a master hand and full of interesting facts presented from a new angle.

Every smoker will enjoy reading this novel, original little booklet, fairly pulsing with life. *You* will want the whole series. But the others are not yet printed, so send first—today—for "The Pipe's Own Story," No. 1, and we will mail it to you **FREE** of charge.

This booklet (though no more like advertising matter than the noted "Billy Baxter" letters) was inspired by "Edgeworth" Tobacco, which comes to you in Plug Slice or **READY-RUBBED**—all prepared for your pipe.

EDGEWORTH

EXTRA HIGH GRADE
READY-RUBBED

Smoking Tobacco, 10c

"Edgeworth" is the finest Burley-leaf the ground can yield. Thousands have long sworn by it in sliced plug form.

We urge you loyal thousands to tell your friends to try it in either form. And you, to whom "Edgeworth" is a stranger, it's time to get acquainted.

A pipeful of "Edgeworth" is the kind of smoke one dreams of. It's that real satisfaction you've longed for. It has the taste and fragrance of unmistakable quality, with *never* a bite for the tongue. It leaves behind a pleasant flavor and a tempting anticipation of your next smoke.

So sure of "Edgeworth" are we that we **GUARANTEE** it—and will refund the purchase price if you're dissatisfied. **READY-RUBBED** in 10c tins, everywhere. Slice Plug, 15c, 25c, 50c and \$1.00. Mailed prepaid on receipt of price if your dealer has none. Write today for "A Pipe's Own Story," No. 1—**FREE**.

LARUS & BROTHER CO.
(Established 1877)

Also manufacturers of Qboid Granulated Plug
Smoking Tobacco
5 South 21st Street, Richmond, Va.

How to Accumulate \$1,000.00

Not a difficult thing to do. Buy one of our Easy Payment, Profit-sharing 5% Coupon Trust Bonds, paying interest semi-annually, and issued in denominations of \$1,000, up.

Write now for our Free Booklet De Luxe

It describes our new method of saving.

GUARANTEE TRUST AND BANKING CO., Atlanta, Ga.
Bond Department Established 1899.
CAPITAL \$500,000.00.

by a wonderful stop got the ball. Most any other player would then have thrown to first base, as he was all out of position to deliver the ball to second. But Collins wheeled, with all the litheness of his young body, and threw to Barry in time to force Sheekard out at second. It was simplicity itself to complete the double play. Collins' speed in legs and brain had saved two runs, and incidentally it steadied Coombs up so that the Cubs were not able to hit him with any success after that. It was Chicago's one chance, but the brilliant work of Collins effectively muffled the knocking of old Opportunity. He was expressing "Connie" Mack baseball.

Mack gives his men a good deal of liberty, seldom sending a veteran to the bat with definite instructions as to what he shall attempt to do, unless the pinch is very stringent.

"Shall I hit it or lay it down?" players will ask him before going to the plate.

"Use your own judgment," he usually replies.

Mack seldom "bawls" a player out for a mistake, but he tries to show him what he did wrong without breaking his heart. In that he is somewhat of a psychologist. After his club had lost the first game of the world's series with the Giants last fall, he called his men about him and said (sounds like the introduction to the chorus of a popular song): "Well, boys, they took the first one, but don't let that discourage you. They have shot their best man, Mathewson at us now, and we will win on Monday, and eventually take the series."

That was all. "Connie" Mack has a great habit of finding the silver lining, and he turned out to be a tolerably good prophet, too, almost a clairvoyant in this instance.

John McGraw, as a manager, is very different from Mack in this respect, we read. Like Jennings, of Detroit, he is on the coaching lines much of the time; and he rarely misses an opportunity to complain to the umpire whenever there are grounds for complaint. To resume:

"There's John McGraw. Don't see why they call him 'Muggsy.'"

McGraw is the czar of his ball club, and he rules with an iron hand. Each man goes to the bat with definite instructions from him as to what to do, and he also carries out these orders or else finds his pay envelope deficient on the first of the month. McGraw pulls the wires, and the manikins do the rest.

"Too many ball players are of the sort who say, 'Well, now I've got my chew of tobacco, let her go,'" asserted McGraw once. "I want to play the game, and do the thinking, and then, if the club loses, I will take the blame."

Each base that a member of the team tries to steal is done with his orders. Always he is after his men, urging them, encouraging them, abusing them sometimes. He is a great student of the temperament of a man, and he plays on this knowledge. If a man is phlegmatic and inclined to be lazy, he is always on his hip. "Josh" Devore, the fast and brilliant young left-fielder of the club, is often careless, and McGraw has frequently declared that "Josh" does not make the most of his natural ability. Devore will drive out one hit, and then be pleased with himself for



UNIVERSAL

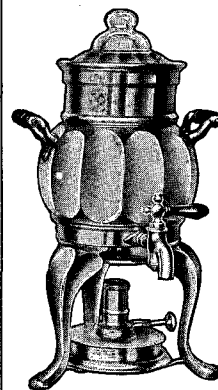
Percolator

Superior—Its patented valve and pumping process **circulates six to ten times more water than any other.** Its patented filter cup cover spreads the water evenly over **all the coffee** and, **in less time**, extracts a correspondingly **greater amount of coffee essence** or strength from each grain.

Economical—Uses less coffee, saves its cost many times over. No eggs necessary to clarify perfectly.

Efficient—Makes a more delicious, aromatic beverage in **less time** than is possible with any other percolator.

Eliminates the unhealthy effects and unpleasant taste of boiled coffee.



For the Table

"Universal" 6 Cup Percolators can be had for \$2.50 up.

Write for "Universal" Helps to Housekeepers. Free.

LANDERS, FRARY & CLARK,
476 Commercial St.,
New Britain, Conn.

VENUS

PERFECT PENCILS

Free Trial: To prove to you the superior quality of Venus Perfect Pencils we will send you sample pencil free if you will write us. Ask for hard, soft or medium. Venus Perfect Pencils are the finest for every purpose. Last longest. Write smoothest. Erase cleanest. Do not break when used or sharpened.

17 Black gradations and 2 Copying. Absolutely guaranteed. **WRITE.**

AMERICAN LEAD PENCIL CO.
223 Fifth Ave., New York

the afternoon. McGraw adopts peculiar methods to explode this feeling of self-satisfaction. The Giants were playing the Cubs at the Polo Grounds one day last season, and, with three men on the bases Devore shoved out a triple that settled the game. McGraw was coaching on third at the time, and, instead of greeting "Josh" like a hero when that traveler reached third base all out of wind, and feeling pretty well satisfied with J. Devore, as well he might with the stands applauding him, McGraw said:

"You're shot full of four-leaf clovers and horse-shoes, all right. How do you hit the ball when you shut your eyes? I never could get away with it, myself. When I saw you blink that time, I thought it was all off."

He kept after Devore in this strain until the little left-fielder got two more hits that afternoon.

"Josh" is no mathematician, and the intricacies of the batting average worry him. In one game last year he made five hits, and then maintained that the newspapers credited him with a lower average the next morning than he actually had.

"What's the use?" he protested to McGraw. "I got five out of five yesterday, and the papers say that my batting average is ten points less."

"Shush," warned McGraw. You must have been gettin' away with somethin' before. I thought they had your hitting too high. Don't mention it, or they'll print your real name."

WOONG MEXICAN SENORITAS

WHILE our American young women are exercising almost the same legal rights and privileges as the men, and are seldom under the eye of the chaperon, and while not a few of them are striving, along with their mothers and grandmothers, for absolute equality before the law, the women on the other side of the Rio Grande present quite a different picture. The Mexican girl takes no part in politics, even tho she may have deep political convictions. A suffrage parade would be unthinkable there, if we are to believe the picture given us in the *Kansas City Times*, which says that to most Mexican señoritas the idea of voting would seem a rank absurdity, something quite impossible in a well-ordered country. But to us their seclusion and their indifference about equal rights are no more strange than their social customs. It is no doubt difficult for the independent American girl, who travels alone across the continent if there is occasion for it, to understand the custom which makes her Mexican sister all but a prisoner in her father's house and keeps her ignorant of the affairs of the outside world. These customs, brought from old Spain, have never been altered to an appreciable extent, says this writer, but there are signs of a coming change. The story is not a new one, but it is interesting as a contrast of the Mexican social laws with those of the United States. To quote:

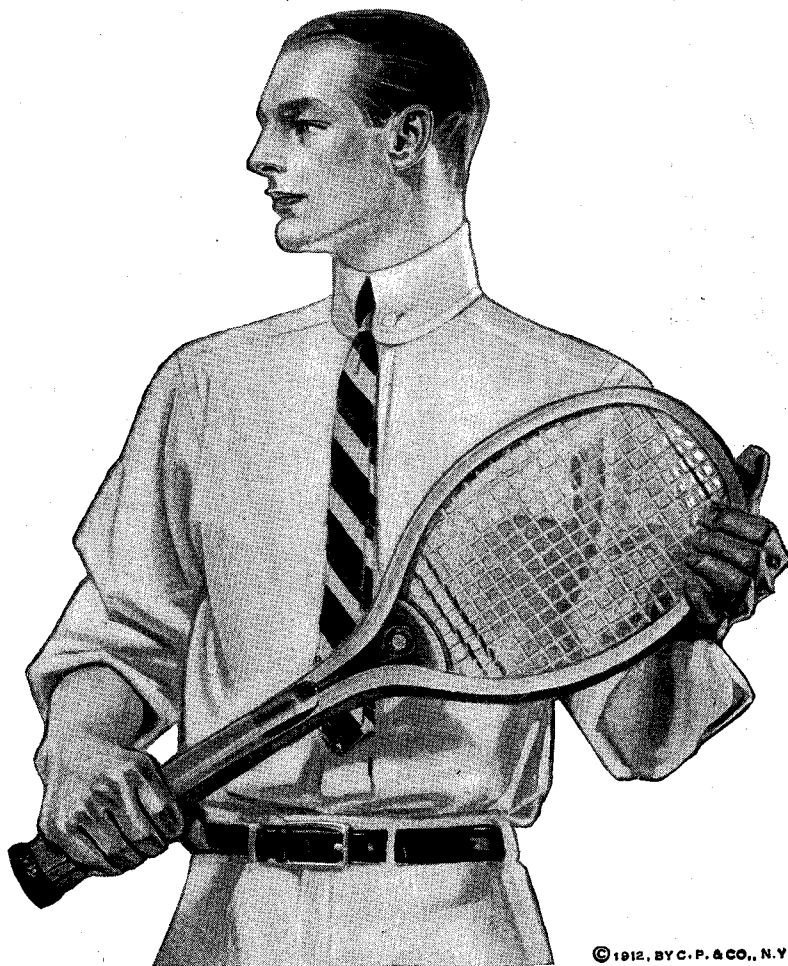
ARROW COLLARS and SHIRTS

SOFT finished for Summer wear. "Nassau," a particularly good-fitting outing collar, and Arrow Shirts in fast colorings and uncommon patterns.

Collars, 2 for 25c. Shirts, \$1.50 & \$2.00

Send for booklets.

CLUETT, PEABODY & COMPANY, 461 River Street, TROY, N. Y.



© 1912, BY C. P. & CO., N. Y.



Save Money In Cooking My Free Recipe Book Tells How

125 famous money-saving recipes. Send for it. Make inexpensive meats more delicious than the highest priced—cook everything 75% better—more tender, more tasty—save 75% of your fuel and half your work in a RAPID—the fastest, best, most saving Cooker made.

Rapid Fireless Cookers

roast, bake, steam, stew, boil and fry. No heat, no odor, no watching, nothing spoils. Finest Aluminum Cooking Outfit with every RAPID.

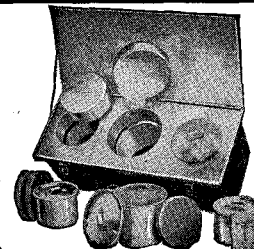
Write for the FREE Recipe Book and 30 Days' Free Trial

SPECIAL
Factory Price
On 10,000

100,000 in use today.
Special Factory Price. Address
Wm. Campbell Co.

Dept. 150

Detroit, Mich.



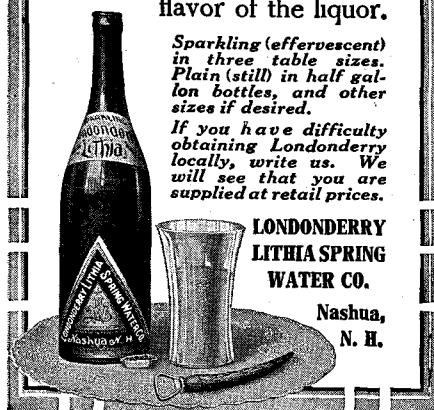
When you drink Londonderry

it's like going high up
in the cool mountains
and dipping the spark-
ling water right out of
nature's bubbling spring!

Londonderry is good for you.
It refreshes you—that is its
highest virtue. It's good for
you physically. It is light.
You can drink all you will
and not feel uncomfortable.
When you first drink it,
you will say, "I never drank
water so refreshing."

Drink Londonderry reg-
ularly, for a while, and you
will remark a new feeling of
vigor and bodily freshening.
As a table water it heads
the list of American waters
and excels the imported.

Incidentally, it is a royal
blender—it mellows the rich
flavor of the liquor.



Sparkling (effervescent)
in three table sizes.
Plain (still) in half gal-
lon bottles, and other
sizes if desired.

If you have difficulty
obtaining Londonderry
locally, write us. We
will see that you are
supplied at retail prices.

**LONDONDERRY
LITHIA SPRING
WATER CO.**

Nashua,
N. H.

IT'S OUT OF SIGHT WHEN NOT IN USE

Occupies only a small
space when in use—but
accommodates a large wash.
Folds up like an umbrella.

Hill's Clothes Dryer

Made in two light parts—reel and post. Special
interlocking device—reel cannot blow off—
clothes cannot drag. Best materials, best work-
manship, all metal parts malleable iron galva-
nized, no rust, no wear. Gives you a good lawn,
no unsightly posts, lines, clothes
poles or trampled grass.

Saves time and strength.
Will last a life-time.

Sold by leading dealers every-
where. If they cannot supply
you we will. Send for illustrated
Folder No. 16 and your dealer's
name.



HILL DRYER CO.
316 PARK AVE.
WORCESTER, MASS.

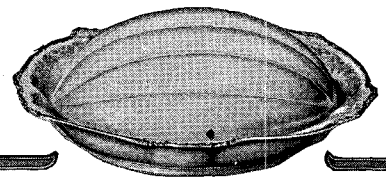
The Mexican woman is a strange person
in comparison with the so-called new
woman. She stays at home, doesn't know
what a woman's club is, and doesn't in-
terfere in the business of the men. Such a
thing as a "mere man" is unknown in
Mexico. The father is the absolute lord
and master of his castle. To him all are
subservient; even the cook dare not show
her authority when he is around. So hide-
bound are the customs of keeping the
women in strict seclusion that even the
most cultured and charming foreigners,
residents for years in the country, have
never penetrated into the houses of the
wealthier Mexicans. No foreigner, unless
he be associated with diplomacy, is likely
to have any chance of judging and study-
ing the Mexican women.

Girls of the higher class, in taking their
walk abroad, are still guarded by watchful
duennas. Until recently women of high
society, far from marching through the
streets flaunting "Votes for Women,"
rarely took a drive in an open carriage.
To such an extent was this seclusion car-
ried in former days that some of the *grande
dames*, when shopping, did not leave their
carriages, but had the salesman bring
the goods to the door.

These severe restrictions as to women
showing themselves in public brought
about in Spain and Mexico the use of the
windows and balconies so characteristic
of the two countries. This is the only way
in which the women, with due regard to
propriety, can take the air.

The Mexican women, as a rule, are not
the ravishing beauties that the writers of
romantic fiction and comic operas and the
motion-picture films would have us be-
lieve. They are generally of medium
height and slight of build when young;
tho as they grow older they tend to obesity.
Their skin is of an olive tint, and their
complexion is not as good as that of the
average American girl, due probably to
lack of exercise. They are much addicted
to the use of powder and their lips are
often rouged. The pretty Mexican girl of
the higher type usually has large, soft,
black eyes and features somewhat sug-
gestive of the Madonna type.

When it comes to associating with young
men the Mexican girl has a hard time.
Such a thing as going alone with a young
fellow to the theater or to a dance is un-
heard of, and her mother probably would
faint from horror if a young debutante
should suggest such a thing. If a girl should
happen to see a young Mexican on the

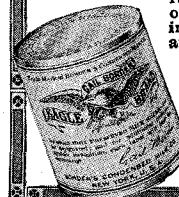


Velvet Cream

Quick to make, easily digested, very
nourishing, good for the children, a
fine dessert for the evening meal.
No ordinary milk gives it every re-
quisite like

BORDEN'S EAGLE BRAND CONDENSED MILK

RECIPE—Cover half a box of gelatine with
cold water and let soak twenty minutes. Di-
lute one can Borden's Eagle Brand Condensed
Milk with an equal quantity of water, and put
in the double boiler; when hot add one-half
cup sugar and the gelatine. Stir, strain, and
when cold—not stiff—flavor with one teaspoon-
ful vanilla extract, and add
one-half cup of sherry. Turn
into a mould or small cups,
and set on the ice to harden.



Write for
Borden's Recipe Book

**BORDEN'S
CONDENSED MILK CO.**
"Leaders of Quality"
Est. 1857 New York

Ball-cup Nipple FREE

We want every mother of a nursing
babe to try the only ball-cup nipple.

Send us your address on a postcard, with drugist's
name, and we will mail you one. Fits any small neck
bottle. Only nipple with open feed-cup and protected
orifice at bottom—will not collapse, feeds regularly.

State baby's age, kind and quantity of food. Half Section
Hygeia Nursing Bottle Co., 1355 Main St., Buffalo, N. Y.



Makes and burns its own gas and
produces a pure white, steady,
safe, 100 candle power light. No
wick, smoke, dirt, grease or odor.

THE BEST LIGHT

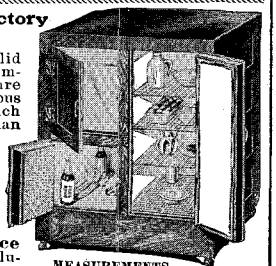
Lighted instantly. Over 200 styles.
Agents wanted. Write for catalog

THE BEST LIGHT CO.
92 E. 5th St., Canton, O.

Big 1912 Model Oak Refrigerator \$31.75 Opal Glass Lined

Direct from Factory
to User

The exterior is solid
oak. The food com-
partment and door are
lined with the famous
opal glass, 7-16-inch
thick. "Better than
marble." Opal
glass is the most
sanitary lining pro-
duced by science.
It is as easily wash-
ed as a pane of
glass. Double re-
frigeration from
every pound of ice
is given by our exclu-
sive system of construc-
tion.



MEASUREMENTS
Height 45 in. Width 36 in. Depth
21 in. Ice Capacity, 100 lbs.

The Wicks 1912 Model No. 230, Only \$31.75

Conforms in every respect to the high standards set by The
Brunswick-Balke-Collider Company, manufacturers for over
60 years. The name back of this refrigerator is the highest
insurance of its merit.

Our Money-Back Guaranty. Your money refund-
ed if the Wicks is not exactly as represented.

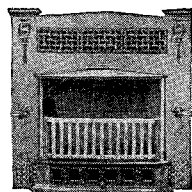
You buy the Wicks Refrigerator direct from the
factory at actual factory prices.

Title Exterior—German-Silver Trimmed \$45
—same size refrigerator, specially priced

Send for Free Beautiful Art Catalog
It shows you the famous Wicks Refrigerators of all sizes—
inside and out. Guaranteed and sold by

The Brunswick-Balke-Collider Co.
(Established Over 60 Years)
Dept. 32, 321-328 S. Wabash Ave., Chicago
Dept. 32, 29-35 W. 32nd St., New York
130-132 E. Sixth Ave., Cincinnati, Ohio (29)

Send for the ALDINE BLUE BOOK and see how the ALDINE FIRE PLACE will heat your house.



Saves 80% of the
heat wasted up the
chimney by all other
grates. Economical
to operate.
Burns any kind of
fuel.

Requires no special chimney construction.
Made for old houses as well as new.
Satisfaction guaranteed or money re-
turned. 60,000 now in use.

RATHBONE FIREPLACE MFG. CO.,
5906 Clyde Park Ave., Grand Rapids, Mich.

street who is pleasing to her she will flash him a look from her expressive eyes. If the young man is impressed he will follow her, much to the duenna's discomfiture, and breathe touching expressions, "Beautiful creature," "Lovely eyes," and the like. "Oh, you kid," and "Oh, you beautiful doll" have not yet penetrated into the land of romance.

The young fellow takes careful note of where the girl lives, and then he will begin the siege for her heart. But he doesn't do that like the average young man in this country does. He spends most of his time under her window gazing rapturously at it. Sometimes he brings a mandolin along and sings soft love-songs to her. This is what is called "*Hacer el oss*," or "Playing the bear."

In many instances the love-sick youth "hangs round" for months before he gets any encouragement. After a long wait he may see a flutter at the señorita's window, a small hand may wave at him, or a flower may be dropt down. Then the "bear" knows that his suit has been favorably received. When the girl goes to mass or walks in the plaza, the faithful wooer follows her; and, altho they are not allowed to speak to each other, they probably find much happiness in looks. We read on:

Sometimes a flirtation of this kind reaches the love-letter stage, and tradesmen are prest into service to exchange missives, or the girl may let down a string with a hook on it and draw up the cherished missive. If the parent disapprove of the bear's attentions, the girl is sent away to a convent or not allowed to go near the window. If, however, the "bear" is an eligible person the parents do not interfere and he finally is allowed to talk to his señorita through the bars of the windows on moonlight nights. The "bear" sometimes plays at this game for a year or so, and then may lose his prize.

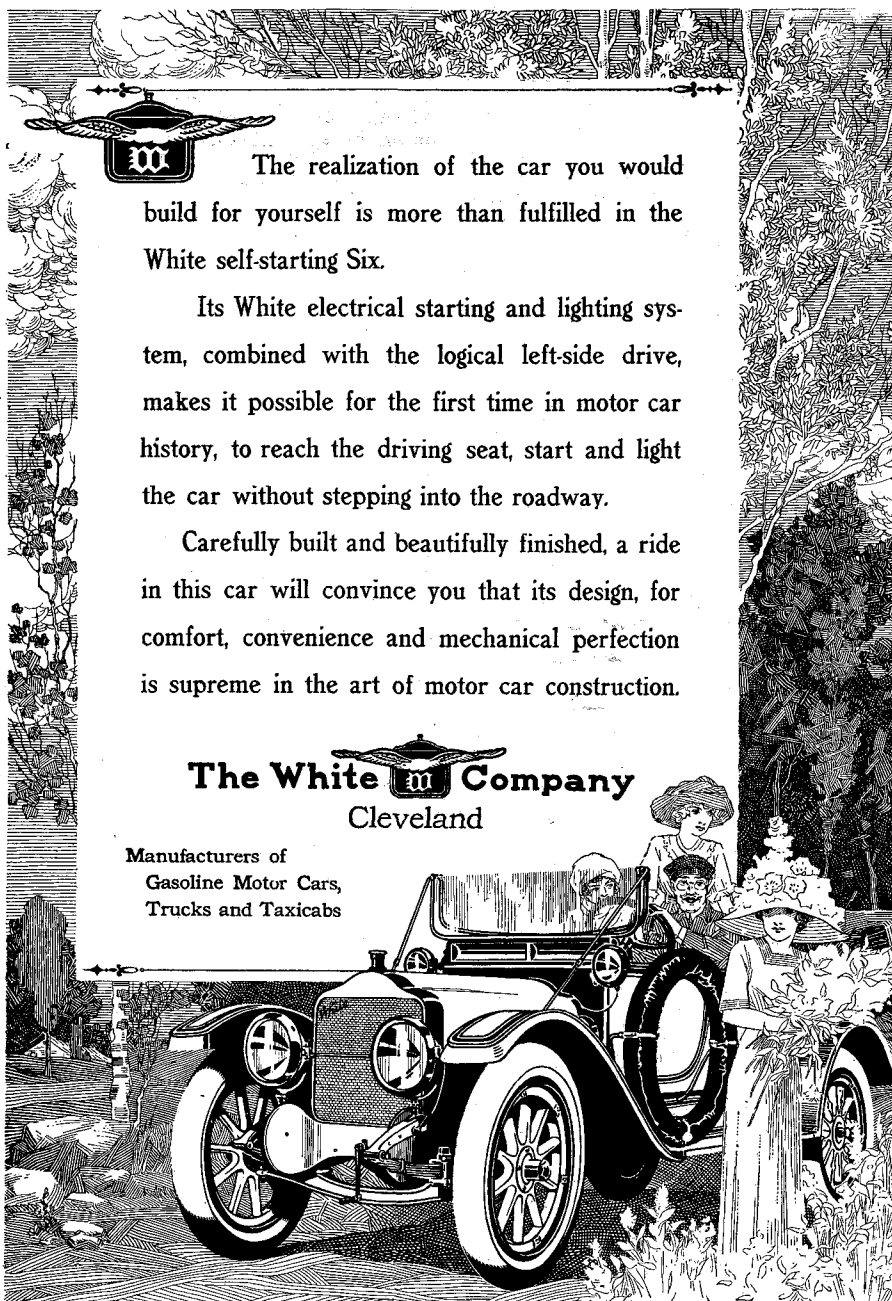
Before a "bear" can propose marriage he must interview the girl's parents. Accompanied by a sponsor, he calls on her father and formally proposes marriage. If everything is all right, he is accepted as the *novis oficial*, or official lover. Even then he never has the advantage of a tête-à-tête, for some one is always present when he is with her.

"Bears" are intensely jealous, and duels frequently are fought over a beautiful maiden by the aspirants to her affections.

In American terms, the "bear" is always the "goat". If, after he has been formally accepted, he desires to take his fiancée to the theater, he is obliged to ask her parents and her sisters and her cousins and her aunts also. He must buy the bride's trousseau and pay all the expenses of the wedding. And, even after he is married, the girl's parents watch him closely to see that he doesn't play "bear" to some other girl if he should begin to tire of his wife. After marriage the wife uses her husband's name as well as her own. If Señorita Fernandez marries Señor Garcia, she is known as La Señora Fernandez y Garcia.

Indolence and lack of domestic training are characteristic of the higher class

GREAT BEAR SPRING WATER.
50c per case of 6 glass stoppered bottles.



The realization of the car you would build for yourself is more than fulfilled in the White self-starting Six.

Its White electrical starting and lighting system, combined with the logical left-side drive, makes it possible for the first time in motor car history, to reach the driving seat, start and light the car without stepping into the roadway.

Carefully built and beautifully finished, a ride in this car will convince you that its design, for comfort, convenience and mechanical perfection is supreme in the art of motor car construction.

The White Company
Cleveland

Manufacturers of
Gasoline Motor Cars,
Trucks and Taxicabs

5% Write today for the Calvert Book

It is a book that everyone who is saving money—or has money to invest ought to have. It is full of interesting information for investors and tells in detail of this company and its seventeen years of successful experience. The Calvert Mortgage & Deposit Company pays 5 per cent interest on all money entrusted to its care. Money begins to draw interest the day it is received and it may be withdrawn at any time without notice. In the entire history of the company there has never been a day's delay in the mailing of interest checks or in the repayment of principal when demanded.

*It is an ideal savings or investment plan—
Don't fail to write for the book.*

THE CALVERT MORTGAGE & DEPOSIT CO.
1045 Calvert Building, Baltimore, Md.

French, German, Spanish, Italian

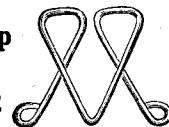


Can be learned quickly, easily and pleasantly, at spare moments, in your own home. You hear the living voice of a native professor pronounce each word and phrase. In a surprisingly short time you can speak a new language by the

Language-Phone Method
combined with
Rosenthal's Practical Linguistry
Send for Booklet and Testimonials
The Language-Phone Method
902 Putnam Bldg., 2 W. 45th St., N.Y.

Standard Dictionary superiority quickly becomes plain to the man or woman who investigates.

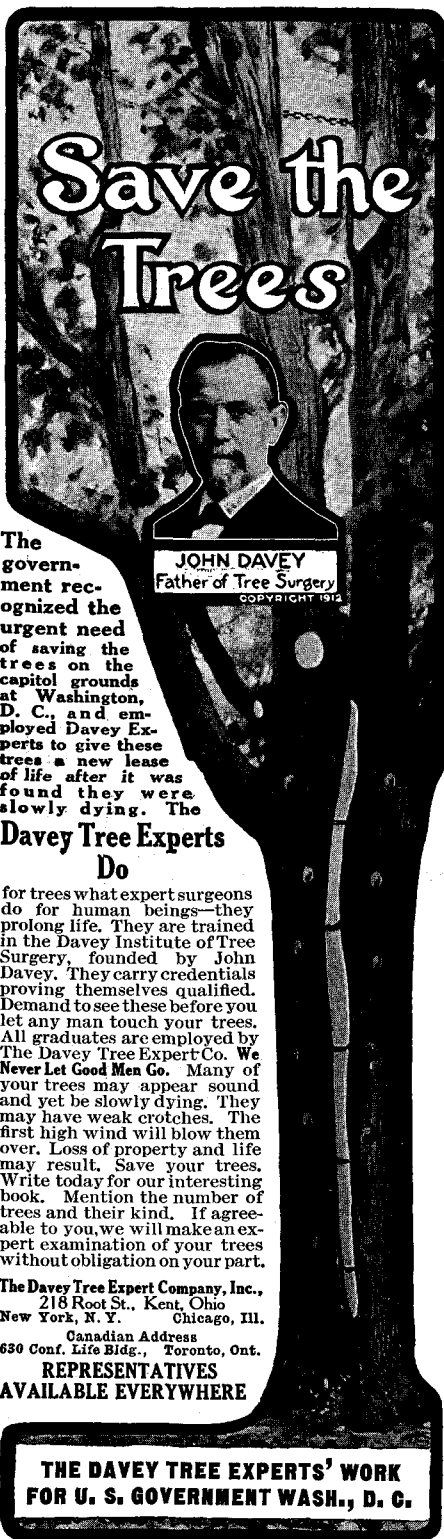
THE "NIAGARA" CLIP

Double Grip  **Paper Clip**
NEAT AND ATTRACTIVE **AN OFFICE NECESSITY**

100 in Each Box
Sample Box 15c.

NIAGARA CLIP COMPANY, NEW YORK CITY
"Largest Clip Makers in the World."

Save the Trees



JOHN DAVEY
Father of Tree Surgery
COPYRIGHT 1912

The government recognized the urgent need of saving the trees on the capitol grounds at Washington, D. C., and employed Davey Experts to give these trees a new lease of life after it was found they were slowly dying. The Davey Tree Experts Do

for trees what expert surgeons do for human beings—they prolong life. They are trained in the Davey Institute of Tree Surgery, founded by John Davey. They carry credentials proving themselves qualified. Demand to see these before you let any man touch your trees. All graduates are employed by The Davey Tree Expert Co. We Never Let Good Men Go. Many of your trees may appear sound and yet be slowly dying. They may have weak crotches. The first high wind will blow them over. Loss of property and life may result. Save your trees. Write today for our interesting book. Mention the number of trees and their kind. If agreeable to you, we will make an expert examination of your trees without obligation on your part.

The Davey Tree Expert Company, Inc.,
218 Root St., Kent, Ohio
New York, N. Y. Chicago, Ill.
Canadian Address
630 Conf. Life Bldg., Toronto, Ont.

**REPRESENTATIVES
AVAILABLE EVERYWHERE**

**THE DAVEY TREE EXPERTS' WORK
FOR U. S. GOVERNMENT WASH., D. C.**

WIZARD Brand Pulverized Sheep Manure is wonderfully effective—economical and convenient—superior to bone or chemicals for home fertilizing. It makes

A Beautiful LAWN and GARDEN

because it is nature's best fertilizer in concentrated form—is unequalled for lawns—flowers—vegetables—trees—fruits—meadow and grain land.

\$4.00 per large barrel freight paid east of Omaha—cash with order. Ask for quantity prices and interesting booklet.

The Pulverized Manure Co.
16 Union Stock Yards, Chicago
Wizard Brand is sold by first-class seedsmen



of Mexican women. All the marketing is left to the cook. She has a sum given her each day and manages to squeeze a commission out of each shopkeeper. Enough food is bought to last only one day, or even one meal. The servants would steal all the extra food, or it would spoil, as refrigerators are not generally used. Such a system prohibits good housekeeping. Servants' wages are poor. A cook will get about \$3 a week, equivalent to about \$1.50 in our money. In the household of a wealthy Mexican there is usually a doorkeeper, a coachman, a chambermaid, a hostler, a man of all work, a gardener, a chauffeur, and a footman. Servants are summoned by clapping the hands. The domestics call their mistress "ñiña," literally, a little girl.

A good deal of the severity of the old régime is breaking down under the foreign invasion. Rich Mexicans send their girls to school in France, England, and the United States, and they gain new ideas. The average Mexican girl is not well educated, and the change necessarily will be slow; but the emancipation of the Mexican woman is only a question of time, and the day may come when windows will be smashed and the heads of prime ministers will be broken in the land of the Aztecs.

FLIRTING WITH MISFORTUNE

FROM being the best known and best paid newspaper paragrapher in Australia to collecting nickels and jerking a bell-cord on a New York street-car is a far tumble from the heights, but it was not enough to jolt the ambition out of James Francis Dwyer, author of "The White Waterfall," a forthcoming novel of South Sea Island life. Mr. Dwyer is by no means the only popular novelist who has had to do manual labor to keep from starving, but there are not many who have had more interesting experiences. Some of them he described recently at a luncheon in New York. Since childhood he has had the wander-fever, and his insatiable thirst for fresh adventure and new scenes has in many instances led him to places where he had to take any kind of work he could get. And it seems that in spite of all the hardships he has endured as a result of his nomadic life he is still bent on rambling. His personal story is reported in the New York Sun, from which we quote:

"Why did you leave Australia?" he was asked.

He shook his head sadly.

"Why?" he repeated. "I wish I knew. People thought I was crazy. But I made up my mind overnight and I had to go.

\$10,000 GUARANTEED PORCH SWINGS

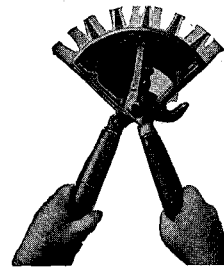
On 30 days' free trial, guaranteed one year under \$10,000 bond to refund money if requested. Direct from factory—save \$5 up. Stylish, comfortable reclining Porch Swings. Stay at any set angle—\$2.50 up. Write for booklet and free trial.



Hertzler & Zook Co.
Box V
Belleville, Pa.

Trim Your Hedge With Speed and Ease

with either



The UNIQUE HEDGE TRIMMER

which cuts 4 times quicker, easier and better than with shears; saves energy and strength; a boy can operate it; for well-kept, frequently trimmed hedges; or with

The UNIQUE HEDGE TRIMMER AND CUTTER COMBINED

For old growth and heavy work. Besides trimming blade has cutter for individual branches up to 5/8 inch diameter. Quicker and better than old way.

Either tool sent

EXPRESS PRE-PAID IN U. S. \$5.00

Money refunded if unsatisfactory upon return to us after one week's trial. Refer to any bank in Philadelphia. Send for Free Illustrated Booklet

"Success With Hedges"

FOUNTAIN CUTLERY COMPANY
2407 Locust St., Philadelphia

New York Office—1 West 34th Street, Opp. Waldorf-Astoria.

Start a Sturdy Lawn

—one that will stay beautiful through heat, cold and drought

Don't have a sickly lawn—one that looks thin and scrawny in the spring—or that withers to a rusty brown the minute hot, dry weather comes. Insure yourself of a thick, thrifty lawn that will resist the ravages of cold, heat, drought and hard service and keep green and beautiful by sowing

KALAKA

KALAKA is carefully selected, prime grass seed—mixed with a strong concentrate of rich manure, that draws moisture, nourishes the sprouting seed and quickly results in a thrifty close-knit turf of surprising hardness.

For renewing and brightening up old lawns, nothing can equal KALAKA. \$1.00 for 5 lb. box or \$1.25 west of Omaha.

FREE BOOKLET. Go to your dealer's and ask him for our valuable Book, "How to Make a Lawn." If he doesn't handle Kalaka, send us his name and we'll send you the book.

The Kalaka Co., 368 Exchange Ave., Union Stock Yards, Chicago



Latest Book "Profitable Poultry,"

120 pages plain, practical facts, 160 beautiful half tones. Tells how you can succeed with poultry. Tells about big poultry farm. 45 pure-bred varieties. Lowest prices, fowls, eggs, incubators, etc., sent for 5 cents.

BERRY'S POULTRY FARM, Box 55, Clarksburg, Ia.

The Secret of Good Dressing for Men - A Tailor's Skill and "Shackamaxon" Guaranteed Fabrics "Ask a Merchant Tailor"

I had come and gone, come and gone, through the years. I've always had that restlessness in my blood. I don't think there is an inch of ground in Australia (which, by the way, is some 4,000 square miles bigger than the United States, you know) which I hadn't personally visited by the time I was a grown man. Whenever the call came to go I went. I went in different capacities, any capacity. I counted up the other day and found that I had served at exactly thirty-five occupations in my life. You'd think at that that I could manage to get along somehow in New York—wouldn't you?—the city said to contain more opportunities than any other place in the world. But it was right here that I came nearer to finding my finish, here where only specialization and experience count and where you can't get a job as a porter without them and a reference.

"When I decided to leave Sydney and packed up my wife and little girl I was prosperous, as I said. But London called. A few months of London was enough. I could tell you tales of my experiences in the journalistic fields there, how it was clearly demonstrated that it was not the place for me nor I the place for it; but it is enough to say that finally, when I had lived up about all my money, I resolved to come to America. My wife and child I left, and I started out to get a job coming over as a steward. But they informed me that there was about a thousand on that waiting list, so I came in the steerage.

"Did you ever travel with some hundred of Polacks? No? At first I was put in with half a dozen Russian Jews, but after I kicked up quite a row I was transferred to bunk with as many Scotchmen. Those Scotchmen didn't take off their clothes during the whole trip and we were on an eleven-day boat."

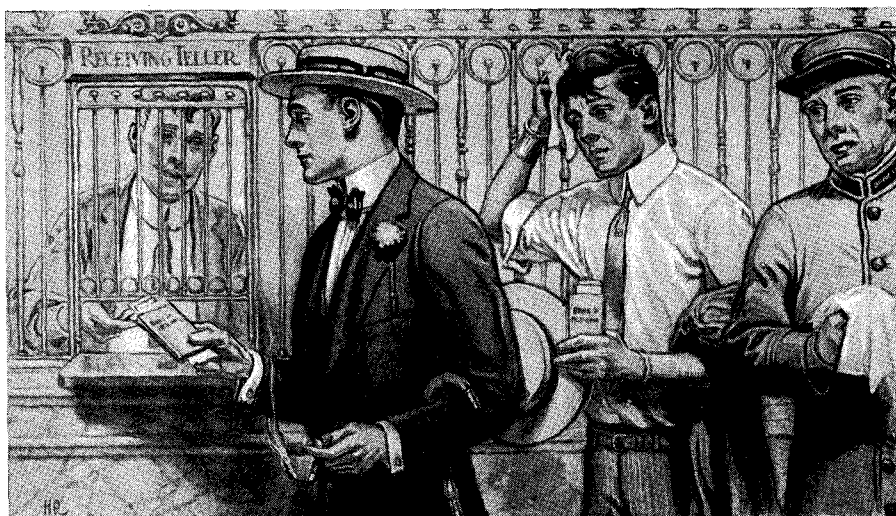
Throughout the trip he was treated roughly, partly because he had good clothes but no money. He carried an order for twenty-five dollars, which he brought along to get him past the immigration officials and sent back to Mrs. Dwyer as soon as he landed, because she was almost wholly without funds. We read on:

"I thought that once I got to New York all would be well. After a few days I changed my mind. I went the rounds of the newspapers. Their methods of turning down vary.

"Meanwhile I was earning a few cents a day addressing thousands of envelopes. I got fired for showing my temper to the boss, however, and just then Mrs. Dwyer wrote that she had pawned some valuables and was coming over with the youngster. I tried one of the newspapers again and they advised me to get a street-car job. I asked how to get it, and then went up to Fiftieth Street after it.

"Street-car conducting is the only job an alien without a specialty can easily get in New York.

"The first week I received no pay, as I was learning the ropes. The next week I was allowed to buy a uniform, but came near losing my job because I hadn't had an opportunity to learn how to direct passengers. They finally took me on, however, at a munificent salary. Those months were frightful. The long hours



Copyright U. S. A., 1912, by The B. V. D. Company

"Bank on" B. V. D. And Draw Comfort-Interest All Summer

DON'T overheat and overweight your body with tight-fitting, full-length undergarments. Wear cool *Loose Fitting* B. V. D. Coat Cut Undershirts, Knee Length Drawers or Union Suits. They are made of light, durable woven materials, soft to the skin. Quality of fabrics, true-to-size fit, careful workmanship and long wear are assured and insured by



This Red Woven Label

MADE FOR THE
B.V.D.
BEST RETAIL TRADE

(Trade Mark Reg. U. S. Pat. Off. and Foreign Countries.)

B. V. D. Coat Cut Undershirts and Knee Length Drawers, 50c, 75c, \$1.00 and \$1.50 the garment.

B. V. D. Union Suits (Pat. U. S. A. April 30th, 1907). \$1.00, \$1.50, \$2.00, \$3.00 and \$5.00 the suit.

The B. V. D. Company,
New York.London Selling Agency:
66, Aldermanbury, E. C.

SURBRUG'S ARCADIA MIXTURE

The Tobaccos are all aged. Age improves flavor; adds mildness; prevents biting. In the blending, seven different tobaccos are used. Surbrug's "Arcadia" is in a class by itself—nothing so rich in flavor—so exhilarating in quality. A mild stimulant.

At Your Dealer's.

SEND 10 CENTS for sample which will convince.

THE SURBRUG COMPANY
204 Broadway, New York.



Print Your Own

Cards, circulars, books, newspaper. Press \$5. Larger \$18. Rotary \$60. Save money. Big profit printing for others. All easy, rules sent. Write factory for press catalog, TYPE, cards, paper, &c. THE PRESS CO., Meriden, Connecticut.

Spend This Summer IN THE ADIRONDACKS

The D. & H.

The Delaware & Hudson takes you through the most marvellous panorama of lake, forest, and mountain scenery you can find within two thousand miles—to a hundred delightful resorts where the days are spent in the invigorating mountain air; and there enjoy boating, bathing, golfing, motoring, or any other sport.

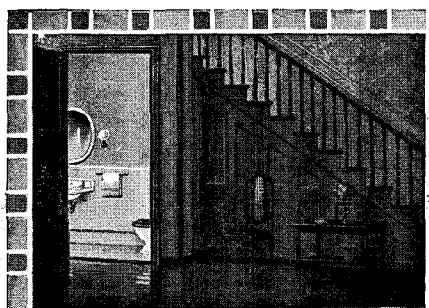
Visit this Summer Paradise and see historic Lake Champlain, Lake George, Saratoga Springs, Au Sable Chasm, Lake Placid, and other lovely spots.

Plenty of accommodations at every price. Pullman Cars all the way by the most convenient route to every point—the D. & H.

Summer schedules effective June 23.

Send 6c for booklets

A. A. HEARD, G. P. A., Albany, N. Y.



It Can't Be Heard

So quietly do Siwelclo Closets flush, that they are now being placed in lavatories under the stairs in lower halls. This should satisfy every one that the

Noiseless Siwelclo Siphon Jet Closet

can not be heard outside its immediate environment. Its sanitary features are perfect.

Made of Trenton Potteries Vitreous China. You can find nothing to equal our Vitreous China and Ideal Solid Porcelain for your household. Ask your plumber or architect.

Send for Booklet No. 513, which tells fully about the Siwelclo Closet. Ask also for booklet "Solid Porcelain Wash tubs and Sinks."

THE TRENTON POTTERIES CO.
Trenton, N.J., U.S.A.

The Largest Manufacturer of Sanitary Pottery in the U.S.A.



HAVE YOU GOT ONE ?



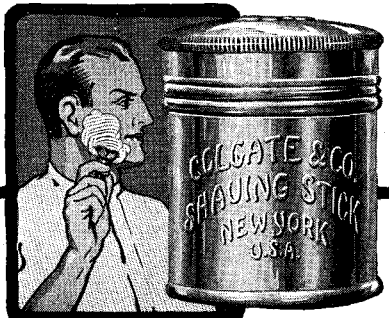
We mean a DAUS TIP-TOP DUPLICATOR, with "Dauseo" Oiled Parchment Back negative roll, that ideal assistant, always ready when you want to quickly make 100 Copies from Pen Written and 50 Copies from Typewritten Original. Complete Duplicator costs \$5, but we don't want your money until you are satisfied that it is all right, so if you are interested just

write to send it on 10 Days' Trial Without Deposit.
FELIX P. DAUS DUPLICATOR CO., Daus Bldg., 111 John St., N. Y.

COLGATE'S SHAVING STICK

Makes a rich, creamy lather. Trial size stick (size shown) mailed for 4 cts. in stamps.

COLGATE & CO.
Dept. Y 199 Fulton St., New York



wore me away and I hadn't much physical strength to begin with, with near starvation not helping matters along much. The reason they finally hired me in the first place was because I was so thin that I could easily work my way through a crowd of passengers. You know they won't hire a fat man. After a few months I had reached such a desirable state that no street-car company could have passed me by.

"I didn't have time to try looking for another job. I had rigged up a sort of desk in the one room in which we all lived, my wife and little girl and I, and one day I desperately told my wife that I would just have to throw up my job if I was ever to get out of the rut. Then one night we ran over a man and killed him and I quit. I remembered the newspaper editor who had told me to go out and get a street-car job, so as I had got hold of a pretty good story on the inside I offered it to him. He sent a reporter over to see me.

"Well, I gave him the story and got \$33 for it. With the money I bought a typewriter and set up in the literary business, taking some leisure for it. Since that time I've sold two hundred and odd stories.

"Belief is the sublimest thing in the world," said the author. "That is one point that the South Sea Islanders have over us. They believe—believe everything—have the real faith. We might at least believe as long as we can until falsity is proved."

"It isn't so much that I'm a wanderer," he tried to explain; "it's just that I've always been trying to find where I belong. I know it isn't Australia, it isn't any of the islands of the tropics. It isn't South Africa. It isn't Europe. It isn't New York. It isn't the far West—I dragged my family all the way out to California a year or so ago. I'm off to Algiers next year. I don't suppose I'll ever find the right place, but something way back in my head gives me vague hints of some place where I really belong—and I can only hope that some day I'll find it. At any rate I can keep trying."

THE SPICE OF LIFE

Unappreciated Rewards.—MOTHER—"The teacher complains you have not had a correct lesson for a month; why is it?" SON—"She always kisses me when I get them right."—*New Orleans Times Democrat.*

The Publicity Business.—NEW CONGRESSMAN—"What can I do for you, sir?"

SALESMAN (of Statesmen's Anecdote Manufacturing Company)—"I shall be delighted if you'll place an order for a dozen of real, live, snappy, humorous anecdotes as told by yourself, sir."—*Puck.*

Thoughtful Wife.—"Think I'll go to the ball-game to-day."

"All right. Is there a telephone at the grounds?"

"There's one near there. Why?"

"If the home team loses I want you to telephone me, so that I can take the children and go over to mother's until you get your temper back."—*Houston Post.*

Calgary Canada

The City that owns itself

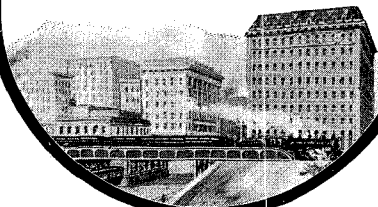
Wants Manufacturers

Calgary is the business center of an Agricultural Empire of incalculable wealth. 500,000 prosperous people already in this region. Thousands coming every month. Wonderful opportunities for the manufacture of everything the farmer uses: farm implements, and machinery, building supplies, paints and oils, furniture and household goods, food and clothing.

Power for manufacturing cheap. Horse-shoe Falls, nearby, provide an abundance of electricity. Large beds of coal and of natural gas surround the city. Convenient factory sites in reserve—to be sold at cost.

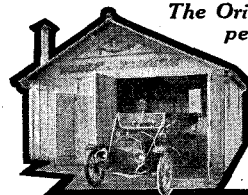
Calgary is a delightful place to live. Live and up-to-date. Cool, delightful summers, mild, agreeable winters. Low tax rate. **Learn all about Calgary.** Write today for our literature and let us give you individual information as to your own industry or plans.

ANDREW MILLER, Commissioner
The Industrial and Development Bureau
231 Eighth Avenue West Calgary, Alberta, Canada



The Original, and the only perfect and proven

Portable Fireproof Garage



In successful use over 3 years

Pruden System of interlocking, self-structuring metal units, is in erect. Strong, durable and handsome as masonry. Write for catalog and prices. Immediate shipments from stock. Prices \$100.00 up.

METAL SHELTER CO. 5-47 W. Water St. St. Paul, Minn.
Patentees and Sole Mfrs. Pruden System Buildings
Delivered anywhere East of Rocky Mountains.

New Typewriter

\$18 A mechanical wizard perfected this remarkable typewriter with the use of only 250 parts. Other machines have 1700 to 3700. This sensational simplicity of the Bennett Typewriter enables us to sell it, brand new, at the unheard-of price of \$18. It couldn't be better made or more durable. It is built in the famous Elliott-Fisher Billing Machine Factory and sold on a money-back-unless-satisfied guaranty.

The \$18 Bennett

Does the Work of High-Priced Typewriters—and is portable

Every desirable improvement is found on the Bennett Portable \$18 Typewriter. Visible writing, standard keyboard, reversible ribbon, etc. It is the one really portable typewriter. Weighs only 7½ oz. Slips into grip or pocket like a book. Easily carried for use at business, home or trips.

Write for Catalog giving full description of this remarkable little typewriter and proof of how it pleases. Over 28,000 in every day use. Write for catalog today.

A. W. BENNETT
TYPEWRITER CO.
366 B'way
New York

Foreign Address:
75 Cannon Street,
London,
E. C.

Bennett

MADE IN U.S.A.



We can use a few more line agents

Misleading Evidence.—GENTLEMAN (engaging groom)—“Are you married?”

GROOM—“No, sir. I was thrown agin a barbed-wire fence and got my face scratched!”—*The Tailor.*

Precious Attributes.—“Why are diamonds so highly valued?”

“I suppose,” replied Mr. Growcher, “it’s because they are made of carbon, which is the equivalent of coal, and at the same time look like ice.”—*Washington Star.*

Puzzled.—WILLIE—“Pop, what are ‘ancestors?’”

FATHER—“Well, I’m one of yours—your granddad is another.”

WILLIE—“Oh! But why is it that folks brag about them?”—*New York Globe.*

No Chance.—DUBBLEIGH—“Tell me honestly, is there any chance of your marrying me?”

MISS BRIGHT—“Well, there’s never been any insanity in our family, Mr. Dubbleigh.”—*Boston Transcript.*

Clever Host.—WISE—“We had quite a prominent actress as a guest at our house the other evening.”

ASCUM—“Gracious! Didn’t you find it hard to entertain her?”

WISE—“Oh, no! She amused herself for hours. We just handed her a bunch of photographs, among which were several of her own.”—*Catholic Standard and Times.*

A Spaniard’s Retort.—“Henry Clay Ide, our minister to Spain,” said a Washington official, “gets on well in Madrid because he has a great affection for the Spanish people.”

“Mr. Ide, while no champion of the bull-fight, hates to hear the Spaniards abused for cruelty on this head.”

“He tells an anecdote of a Spaniard traveling from San Sebastian to Biarritz in a first-class compartment with an American.

“‘You Spaniards are a great nation,’ the American said. ‘But I can’t understand how a nation that produced Velasquez and Valdés can stomach the savage cruelty of the bull-fight.’

“The Spaniard rolled his black eyes at this, inhaled a great cloud of cigarette smoke, and said:

“‘You have in America a number of societies for the prevention of cruelty to children, I believe?’

“‘Yes.’

“‘And they do good work?’

“‘Oh, splendid work!’

“Now the Spaniard showed his white teeth in a smile.

“‘Well, señor, such societies would be useless in my country,’ he said. ‘The man who would lift his hand against a little child has not been born in Spain.’”—*Pittsburg Leader.*

SHORTHAND IN 30 DAYS

Boyd Syllabic System—written with only nine characters. No “positions”—no “ruled lines”—no “shading”—no “word-signs”—no “cold notes.” Speedy, practical system that can be learned in 30 days of home study, utilizing spare time. For full descriptive matter, free, address Chicago Correspondence Schools, 930 Chicago Opera House Block, Chicago, Ill.

Let Us Lend You A Needle-Spray Shower Bath

A New Kind—Doesn’t Wet the Hair—Needs no Curtain—Can’t Splash Out of the Tub

Only \$5 if You Want to Keep It After 10 Days’ Trial

Just to show you how much enjoyment you can get out of it—and to show you how good it is—we are ready to lend you a Kenney Needle-Spray Shower Bath on ten days’ trial.

Won’t cost you a single cent if you are willing to send it back after ten days’ use.

And only \$5 if you want to keep it.

That makes it about the easiest thing in the world to have a first-class shower in your home—as good a shower in every way as you’ll find in any Gym or Club.

18 Separate Patents

The Kenney Needle-Spray Shower—invented by the man who originated the vacuum cleaner—has received eighteen separate patents. It’s a revolutionary improvement in shower bath equipment—has big advantages over showers which cost as high as \$25.

Can’t Spatter on Floor or Walls

The Kenney Shower can be regulated to throw its needle-like streams either gently or with all the stimulating force a red-blooded man can stand.

And the water always strikes the body at an angle that keeps it from splashing—every drop runs down the body into the tub—no spattering on floor or walls.

That does away with all need for a curtain or hood. The curtain is an expensive part of the old-fashioned shower; and is always more or less of a nuisance—apt to be clammy—and has to be laundered or heated to keep it sanitary.



No Shock to the Head—No Wet Hair

You don’t have to wear a rubber cap to keep a Kenney Shower from wetting the hair—the water strikes from the shoulders down only. That’s a big advantage for women, and for men who don’t like the shock of cold water striking the head. But if you want to douse the head, or shampoo the hair, you can easily do it with this shower.

Attached or Detached in a Minute

Takes only a minute to attach a Kenney Shower to any bath tub. No tools needed. Detached just as quickly. You can fold it up and carry in suit case when travelling—have a shower wherever you go.

All Metal—Very Rich Looking

Nothing about this shower that can get out of order or wear out. All metal—handsomely nickel finished—very rich looking—fit for the finest bath room.

Will Help You Stand the Summer Heat

A stimulating, refreshing shower once or twice a day all summer will do you more good than two weeks in the mountains or at the sea shore.

Order on 10 Days’ Trial

Try a Kenney Needle-Spray Shower ten days and see. Simply send us \$5—merely a deposit—and we will send you a Shower. If you are willing to part with it after enjoying it ten days, just return it and we will immediately refund your money in full.

Reddan Specialty Co., 25 West Broadway, N. Y.

The Safe Investment of Your Money

In considering the investment of your money the very first requirement is the security of the principal. There are other features, of course, but fundamental security is foremost. The proper selection of an investment bond which has this primary qualification requires technical knowledge. Naturally and necessarily the experienced banker, whose constant business it is to investigate securities of all kinds, is possessed of this technical knowledge.

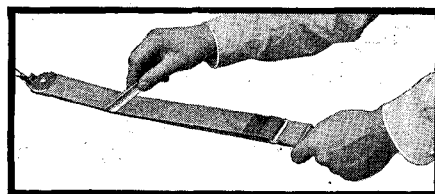
If you are considering the investment of funds, and will state your requirements in the way of interest return, maturity, and amount, we will be pleased to send you our latest circular containing a list of well secured bonds.

Ask for our Circular AA-144.

Guaranty Trust Company of New York

28 Nassau Street

Capital and Surplus, - - \$23,000,000
Deposits, - - - - - 178,000,000



Keep Your Own Razor in Perfect Shape

You don’t have to be an expert to keep your razor so it will always shave you with ease and comfort—just use the expert’s strop—the

New Torrey Honing Strop

The result of over half-a-century of strop making. Get one of these wonderful strops at your dealer’s and enjoy a cool, smooth, close shave, every day—in perfect comfort and without the slightest irritation to the skin. Price, 50c, 75c, \$1.00, \$1.25, \$1.50, \$2.00 and \$2.50. If your dealer cannot show you the New Torrey Honing Strop—write us for full information. Booklet, all about shaving, sent free on request.

DEALERS—Write for full particulars of our special proposition.

Get a Torrey Razor—best made.

J. R. TORREY & CO.

Dept. C Worcester, Mass.

"Alcolite" Burner
Chafing Dish No. 368 | 97.



"A Great Help In Entertaining"

The possessor of a Manning-Bowman Alcolite Burner Chafing Dish is always in readiness for chance callers. For her the preparation of an impromptu luncheon is a very easy matter because the Manning-Bowman Alcolite Burner Chafing Dish, with the "Ivory" enamel food pan, is always ready for hasty cookery. The "Alcolite" burner stove gives an intense heat, using alcohol gas which it generates from liquid alcohol while in operation.

Manning- Bowman

Alcohol Gas Stove Chafing Dishes

(With "Alcolite" Burner)

are useful anywhere—in the kitchen, on the dining room table, in the sickroom, at a picnic or with a camping party. Cooks anything and does it thoroughly well.

Made in many styles and sizes, of copper, nickel plate and silver plate. "Alcolite" burner stoves may be purchased separate from the Chafers if desired. All best dealers. Write for free recipe book and catalogue No. F-3.

MANNING, BOWMAN & CO.
Meriden, Conn.

Also makers of Manning-Bowman Pot and Urn Coffee Percolators, Eclipse Bread Makers, Alcohol Gas Stoves, Tea Ball Tea Pots and Urns, Chafing Dish Accessories, Celebrated M & B Brass, Copper and Nickel Polish.

His Objection.—"Don't you think the coal-mines ought to be controlled by the Government?"

"I might if I didn't know who controlled the Government."—*Life*.

Ever Meet One?—"That get-rich-quick man is as busy as a bee."

"Yes," replied Mr. Cumrox. "He's one of those busy bees who can't manage to gather honey without incidentally stinging somebody."—*Washington Star*.

Wary.—THE PRISONER—"There goes my hat. Shall I run after it?"

POLICEMAN CASEY—"Phwat? Run away and never come back again? You stand here and I'll run after your hat."—*Everybody's Magazine*.

Joy Complete.—"We've got a brand-new mahogany piano," said Mr. Cumrox. "But nobody in your family can play it."

"Yes, that's the best thing about it."—*Washington Star*.

The Limit.—"Why did you give your parrot away? The poor bird meant nothing by its profanity."

"I could stand its profanity, but it was learning to imitate my neighbor's rusty lawn-mower."—*Kansas City Journal*.

Not So Difficult.—"How did he manage to escape from the penitentiary? I thought it was well-nigh impossible."

"Well, he figured it out on scientific lines. Somebody smuggled him a pair of trunks, and after he got outside everybody thought he was running a Marathon."—*Kansas City Journal*.

Wrong Symptom.—"Doctor," said Mrs. Fawney, "I believe I have gout."

"What is your husband's salary, Mrs. Fawney?" asked the doctor.

"Why, he receives \$25 per week."

"You are troubled with rheumatism," replied the doctor.—*Cincinnati Enquirer*.

A Matter of Names.—"What is the difference between *pomme de terre* and potato?"

"About two dollars."—*Harvard Lampoon*.



Tubular in the center

Extra strong where the real wear comes. Slide freely through eyelets.

Flat at the ends

Always tie into neat hand-some bows.

Nufashond

Patented May 7, 1907

Oxford Laces

All pure silk, in black, tan and white—men's and women's—and so well made that every pair is

guaranteed 3 months

25 cents per pair, in sealed boxes only. At all shoe, dry-goods, and men's furnishing stores. Don't accept a substitute—if your dealer hasn't them, send 25 cents to us. Write for booklet.

Nufashond Shoe Lace Co.
Dept. E, Reading, Pa.



Shu-Tree-Shiner

Handle Lever
4-Size Adjustment
Holding Trigger
Ventilators

Stretcher if Desired
A perfect fitting, ventilated, adjustable Shoe Tree; handle lever holds tree firmly in shoe; also fits into wall plate, holding shoe rigid for home cleaning. Very convenient for ladies' white shoes. Post-paid, \$1.00 a pair with two wall plates and stretcher knob. State size. Agents and Dealers Wanted.

\$1.00
FOR MEN
WOMEN
CHILDREN

SHU-TREE-SHINER CO.,
Dept. A Rochester, N. Y.

Folding BATH TUB

Costs little, no plumbing, little water. Weight 15 pounds, folds into small roll. Full length baths, far better than tin tubs. Lasts for years. Write for special agent offer and description.

Robinson Bath Cabinet Co., 2056 Adams St., Toledo, O.

Kennel Directory

AIREDALES

AIREDALE TERRIERS

The best dogs on earth. High class puppies and grown stock for sale. If I can't please you, nobody can. Satisfaction guaranteed. O. J. BUTLER, 27 Pine Street, New York.

Coos Strain of Airedales—Bred and reared under ideal Airedale conditions. We have the "pal" you want. Home of Elruge Monarch, World's greatest Sire. Ask for catalogue—Best yet. COOS KENNELS, North Bend, Oregon.

Airedales—Pups by Ch. Endcliffe Crack, Fox Catcher and other sires. Price \$15-\$50. Quality counts. P. L. Savage, St. Charles, Ill.

COLLIES

Collie-Pups, Matrons & grown dogs on hand. Write us your wants. Ch. Ormskirk Foxall—At stud. P. L. Savage, St. Charles, Ill.

PUBLICATIONS

AIREDALE TERRIERS

The Aristocrats of Dogdom

Famous for their intelligence and all 'round usefulness.

THE KENNEL REVIEW tells all about them, publishing more Airedale news than all other kennel papers combined. Send stamp for sample copy of this beautifully illustrated monthly dog magazine. Subscription only \$1 per year.

The Kennel Review, 59th St., Kansas City, Mo.

IF YOU HAVE A DOG

you should read

FIELD AND FANCY

the only weekly in America devoted exclusively to the dog. Sample and Special Trial Subscription Offer on application.

FIELD AND FANCY
14 Church St. New York

THE SELECTION OF YOUR INVESTMENTS

While we do not have facilities for answering technical questions relating to investment offerings, such questions usually involving points which can be answered satisfactorily only by experts, we would emphasize our policy of protecting readers from unreliable investments.

Every financial house advertising in our columns is investigated carefully, this investiga-

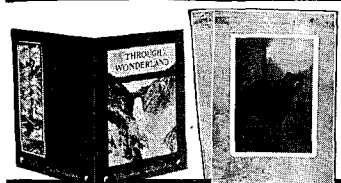
tion extending in many cases to each separate offering.

When we have money to invest ourselves, we consult a banker. This is our suggestion to you.

If you are uncertain as to what kind of a banking-house can best serve you, we shall be glad to refer you to a reputable house. It is important in purchasing many classes of bonds that you first select your banker and then select the bond.

The Literary Digest

Travel and Resort Directory



Visit Yellowstone National Park

Season: June 15 to September 15



Geysers, cataracts, canyons, beasts, birds, fish—no place like it in the world. Go there this summer on way to Pacific Coast. Low Convention and Tourist Fares. Write quick for details. Enclose 6 cents for this beautiful book, easily worth \$1.00.

Special parties being organized. Join the one from your section. Write today.

A. M. CLELAND, G.P.A.
St. Paul, Minn.

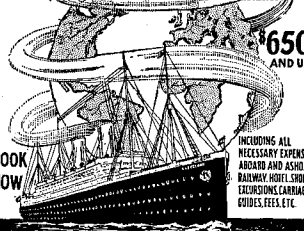
Northern Pacific Ry

JUST OUT—SUMMER HOMES

Handsome Illustrated Book, with full information in regard to Summer Resorts in Vermont and shores Lake Champlain with hotel, farm and village home accommodations. Prices \$7 per week and up. Send 4c stamps for mailing. Address Summer Homes, No. 11, 385 Broadway, N.Y.

AROUND THE WORLD 110 DAYS S.S. CLEVELAND

New York
Nov. 9, 1912
London
Feb. 22, 1913



HAMBURG-AMERICAN LINE
41-45 BROADWAY, N.Y.
WRITE FOR BOOKLET

University Travel

LATE SUMMER TOURS
Sailings, June 29; July 17 & 24; Aug. 1 & 17.
THE ORIENT

Most exclusive arrangements in Egypt and Palestine. Expert leaders. Sailings in January, February and March.

CRUISES IN THE MEDITERRANEAN
The yacht *Athena* which we own is at the exclusive service of our guests.

Send for full announcement
Bureau of University Travel, 19 Trinity Pl., Boston



ALTHOUSE TOURS

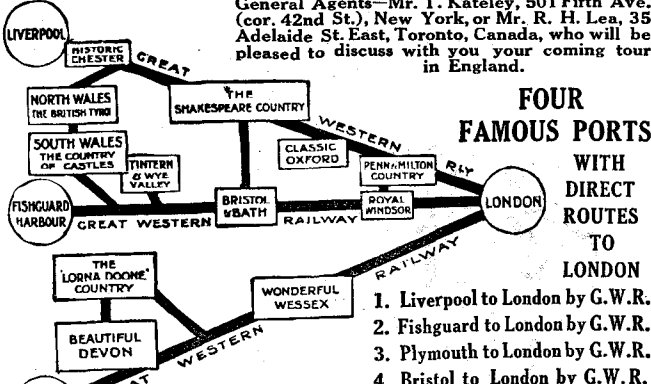
Select Foreign Tours
To all parts of Europe during the Spring and Summer months. Comprehensive itineraries. First class throughout. Exclusive features.

ALTHOUSE TOURS CO.
1336 Walnut St., Phila.

Travel and Resort Directory

THE FAMOUS HISTORIC SITES AND MOST BEAUTIFUL DISTRICTS OF ENGLAND ARE LINKED UP BY THE GREAT WESTERN RAILWAY—ENGLAND'S HOLIDAY LINE.

Study the diagram and call upon the Company's General Agents—Mr. T. Kateley, 501 Fifth Ave. (cor. 42nd St.), New York, or Mr. R. H. Lea, 35 Adelaide St. East, Toronto, Canada, who will be pleased to discuss with you your coming tour in England.



1. Liverpool to London by G.W.R.
2. Fishguard to London by G.W.R.
3. Plymouth to London by G.W.R.
4. Bristol to London by G.W.R.

The Great Western Railway is the longest and most up-to-date railroad in the British Isles, and serves all the principal historic sites and scenes. No less than 15 ancient Cathedral Cities as well as many old Castles, Abbeys, and Spas are situated on its routes, whilst such world-famous districts as "Shakespeare's Country," "The Penn and Milton Country," Oxford, Windsor, and Beautiful Devon and Cornwall, are all directly served by G.W.R. An interesting and profusely illustrated travel book entitled "Historic Sites and Scenes of England"—price 10 cents—together with itinerary of tours, free literature and all desired information may be obtained from:

Mr. T. KATELEY, 501 Fifth Ave. (cor. 42nd St.), New York (Phone 5650 Bryant).
Mr. R. H. LEA, 35 Adelaide Street East, Toronto (Phone 2754 Main).
PADDDINGTON STATION, LONDON. FRANK POTTER, General Manager.

TRAVEL WITH DUNNING

EUROPE, June 8, 22, 26, 27, 29. July 3, 6, 9, 10, Aug. 3.

BRITISH ISLES, June 26.

NORWAY, SWEDEN and RUSSIA, June 20.

GREECE, EGYPT, PALESTINE, June 15.

AROUND THE WORLD, Sept. 27, W.; Nov. 16, E.

JAPAN, September 27. Chrysanthemum Season.

ALGERIA, EGYPT, PALESTINE, January, February, 1913. Fourteenth annual series.

MOTOR TOURS FOR PRIVATE PARTIES

H. W. DUNNING & CO.
102 Congregational Building Boston, Mass.
53 East Congress St., Chicago, Ill.
605 Spreckels Bldg., San Francisco, Cal.

Unique Nutshell Boston Guide

Illustrated, with trolley directions and a map. Correct, concise and up-to-date. The press speaks of it in highest terms. Ask your newsdealer or send 30 cts. in stamps to Nutshell Seeing Boston Co., Box 53 Back Bay P. O., Boston.

UNIVERSITY PRINTS

2,000 half-tone reproductions of the World's Masterpieces of Art. One cent each or 50 cents per hundred. Send two-cent stamp for catalogue. Bureau of Univ. Travel, 19 Trinity Pl., Boston.

Europe Parties sailing June, July, Best routes, best management, best testimonials, and the lowest prices in the world.

The TEMPLE TOURS, 8 Beacon St., Boston, Mass.

Europe via Mediterranean Orient

June 29—'Greda', 86 days, \$750; 72 days, \$650. Athens, Madrid, Spain, Algiers, Europe.

July 6—'Moltke', 85 days, \$750; 71 days, \$650. Johnson Tours, 210 E. Preston St., Baltimore, Md.

ALL ABOUT TRAVEL & TOURS IN

NORWAY.
SWEDEN AND DENMARK.

SCANDINAVIAN TRAVEL BUREAU
18 BROADWAY, GEN'L. AGENCY, NEW YORK CITY
OLYMPIC GAMES STOCKHOLM

EUROPE

INCLUSIVE INDEPENDENT TRAVEL
For individuals, families, and private parties; providing transportation, hotels, local guides, excursions, sightseeing, etc.

ITINERARIES arranged to meet individual requirements. Starting any day. Send for Programme 271

THOS. COOK & SON
245 Broadway, 264 Fifth Ave., New York
Cook's Traveller's Cheques are Good All Over the World

ENGLAND & SCOTLAND

The Allied Railway Systems

LONDON & NORTH-WESTERN and CALEDONIAN

Constituting the West Coast Royal Mail Route

Offer to the American Tourist convenient travel facilities to visit the principal

SCENIC, HISTORIC, HEALTH localities of

GREAT BRITAIN.

Interesting Illustrated Literature and all information

can be obtained at the American office of the Companies

A. G. WAND, Agent

287 (L) Fifth Avenue, New York

The Chautauqua Way TO EUROPE

RECREATION PLEASURE ECONOMY

SPECIAL MIDSUMMER TOUR \$400

THE CHAUTAUQUA TOURS

APPLETON-WIS. MARQUETTE-BLOD CHICAGO

ORIENT FIFTEENTH CRUISE

72 days, \$400 up, by new Cunarder "Laconia"; shore trips, hotels, etc., included.

FRANK C. CLARK, Times Building, New York

RAYMOND - WHITCOMB

TOURS OF LUXURY

Seventeen complete tours through

EUROPE

ROUND THE WORLD TOURS

A Year's Tour July 2nd. Other Tours Sept. 20, Oct. 5, Nov. 16, Jan. 7.

SOUTH AMERICA TOURS

Oct. 20, Feb. 1 and 20.

Send for Tour Book. State Tour

RAYMOND & WHITCOMB CO.
Boston, New York, Phila., Chicago, San Francisco

Classified Columns

PATENTS AND ATTORNEYS

PATENTS that PAY. 2 Books, "What and How to Invent—Proof of Fortunes in Patents" and 112-p. Inventors' Guide, FREE. Highest References. E. E. VROOMAN, Patent Lawyer, 806 F, Washington, D. C.

PATENTS that protect and pay. Books free. Highest References; best results. Send for list of Inventions Wanted. Send sketch or model for free search. Watson E. Coleman, Patent Lawyer, 622 F St., Washington, D. C.

IDEAS WANTED—Mfrs. are writing for patents procured through me. 3 books with list 200 inventions wanted sent free. Personal Services. I get patent or no fee. R. B. Owen, 45 Owen Bldg., Washington, D. C.

PROTECTIVE PATENTS procured promptly. Our books telling how to obtain and realize therefrom sent on request. Write today. Trade Marks Registered. Beeler & Robb, 247-251 South'n Bldg., Washington, D. C.

MEN OF IDEAS and inventive ability, write to Randolph & Briscoe, Patent Attorneys, 615 F Street Northwest, Washington, D. C. for list inventions wanted, and prizes offered by leading manufacturers.

TYPEWRITER BARGAINS

LARGEST STOCK OF TYPEWRITERS in America. All makes. Underwoods, L. C. Smiths, Remingtons, etc. \$3 to \$2 Mrs. prices (many less)—Rented anywhere, applying rent on price. First class rebuilt machines—rent one and judge on these most liberal terms. Write for Catalog 125. Typewriter Emporium (Estab. 1892), 34-36 W. Lake St., Chicago.

CLEARANCE SALE—Remingtons, Densmores, \$11.50 ea.; Franklins, Hammonds, \$9 ea. Bargains in Underwoods, Smiths and all others. All Guaranteed. Standard Typewriter Exchange, 23 Park Row, N. Y.

FOR WRITERS

SPEAKERS and Lecturers: We furnish material for your speech, oration, essay, article or club paper. Expert literary service, criticism, research. Write us your needs. THE AUTHORS' AGENCY, 500 Fifth Av., New York.

Material carefully selected for addresses, lectures, toasts, club papers, etc. Programs arranged for club study. Research and general literary assistance. Authors' Revision Bureau, 58 Morningside Ave., New York.

AUTOMOBILE ACCESSORIES

MAKE YOUR OLD CAR LIKE NEW AT EXTREMELY LOW COST—EVERYTHING at 1/3 to 1/2 of original cost.

New Bodies, Touring, Runabout, Racing. \$75 to \$200. Worth from \$400 to \$600.

Magnets \$22.50—Regularly \$75 to \$125.

Windshields (brass) \$9.50—Were \$40.

Electric Horns \$7.50—Formerly \$35.

Metal Tool Boxes \$2.50—Were \$10.00.

Rad Vulcanizers \$2.50—Reg. \$3.50.

New Motors 15 H. P. \$75; regular price \$250.

20 H. P. \$125; regular \$400.

Tires—by assuming your own guarantee you can save 50% to 60%—or if you like we will give full guarantee and still save 35% to 45% of list prices on the well known

FRONTIER TIRE, a better shoe than which is not on the market. Note the prices:

28x3 \$ 9.00 34x3 15.75 34x4 18.75

30x3 10.00 32x4 16.75 35x4 19.25

30x3 13.75 32x4 17.75 34x4 24.00

32x3 15.00 33x4 18.25 35x4 25.00

All other sizes proportionately low.

Send for our "Tire Price Wrecker" and save money. No matter what you may require in parts or the automobile complete.

Write us and save from 25% to 75%.

TIMES SQUARE AUTOMOBILE CO.
Largest Dealers in the world in automobile and job accessories

NEW YORK - - - 1710-1718 Broadway

CHICAGO - - - 1210-1212 Michigan Ave.

KANSAS CITY - - - 1820 Grand Avenue

BUSINESS OPPORTUNITIES

PATENTS SECURED OR FEE RETURNED. Send sketch for free report as to patentability. GUIDE BOOK and WHAT TO INVENT, with valuable List of Inventions wanted, sent free. ONE MILLION DOLLARS offered for one invention. Patents secured by us advertised free in World's Progress; sample free.

VICTOR J. EVANS & CO. Washington.

MEN AND WOMEN wanted for government positions. \$80.00 month. Thousands of appointments coming. Write for free list of positions open. FRANKLIN INSTITUTE, Dept. C 51, Rochester, N. Y.

REAL ESTATE

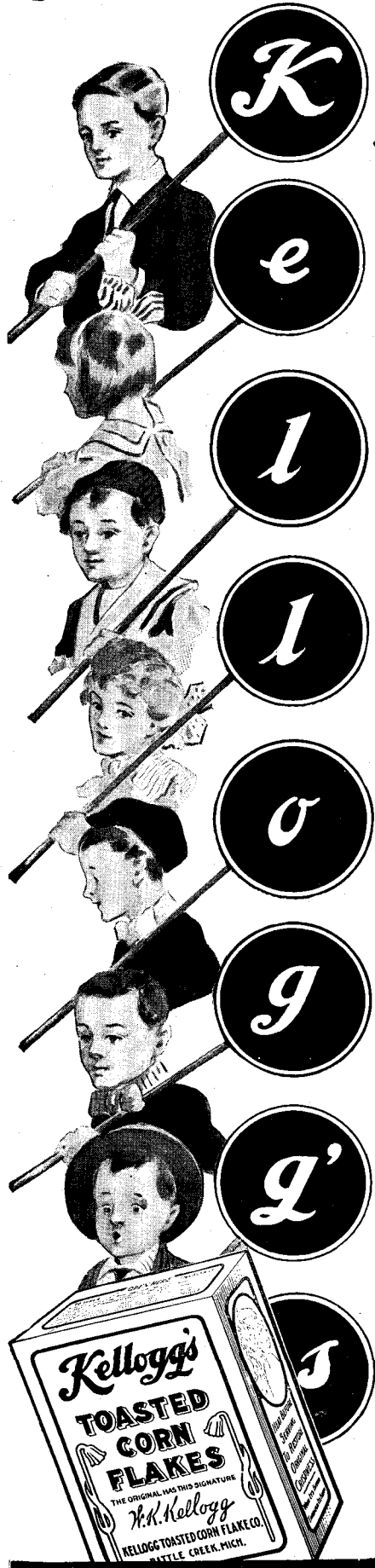
MONEY-MAKING FARMS throughout entire State. \$15 an acre up. We pay buyers' railroad fare. Write for catalog, free.

FORD & REIS, Inc.
Department III Wilmington, Delaware

CUBAN SUGAR LAND
30,000 acres in finest cane district of Eastern Cuba. Splendid opportunity.

N. P. TURNER
Hotel Camaguey Camaguey, Cuba

The Children's Candidate



A Distinction.—There is often a marked difference between a good *business* man, and a good *business* man.—*Puck*.

A Busy Life.—STELLA—"Does she live from hand to mouth?"

BELLA—"No, from ear to mouth."—*New York Sun*.

And We Pay.—KNICKER—"Which end of a cow gets up first?"

BUTCHER—"It all rises at once."—*New York Sun*.

Generous.—"You wish to marry my only daughter," murmured the magnate. "Would you take from me all that I have to solace me in my old age?"

"By no means," declared the duke warmly. "We want you to keep at least \$50,000."—*Sacred Heart Review*.

Only One Way.—"Do you think it is possible to make an airship absolutely safe?"

"Sure," replied the mechanician.

"How?"

"Disable it before it gets a chance to leave the ground."—*Washington Star*.

CURRENT EVENTS

Foreign

May 24.—The funeral of King Frederick VIII. of Denmark takes place at Roskilde Cathedral, the historic burial place of Danish Kings. Edson Joseph Chamberlain is made president of the Grand Trunk Pacific Railway of Canada, to succeed the late C. M. Hays.

Domestic

WASHINGTON

May 24.—The Department of Commerce and Labor says that the year 1912 will break all records for exports and imports.

May 25.—The Navy Department orders the mobilization of a fleet at Key West to be ready for use in case of intervention by the United States in the Cuban rebellion; the War Department makes plans for the quick conveyance of troops to the island in case of necessity.

May 26.—The Department of Justice orders the District Attorney at Philadelphia to investigate the increase in the price of coal.

May 28.—The Senate committee which investigated the sinking of the *Titanic* reports its findings and makes many recommendations for the safeguarding of life at sea. Congress, in a joint resolution, thanks the officers and crew of the liner *Carpentia* for the rescue of *Titanic* survivors.

The House passes the Naval Appropriation Bill, carrying \$119,000,000, without any provision for new battle-ships.

May 30.—The House Steel Tariff Revision Bill is passed by the Senate; it makes a reduction of approximately 30 per cent. in the import duties.

GENERAL

May 28.—The Ohio Constitutional Convention passes the woman's suffrage proposal by a vote of 74 to 37.

Colonel Roosevelt wins all of the 28 Republican delegates from New Jersey, while the Democratic contest results in the election of 24 for Governor Wilson and 4 opposed to him but uninstructed.

The Texas Democratic State Convention instructs its 40 delegates for Governor Wilson. Representative Underwood wins Florida's eight Democratic delegates.

May 29.—Montana Democrats instruct their delegates for Speaker Clark.

May 30.—The Kentucky Democratic State Convention instructs its 26 delegates for Speaker Clark.

Wilbur Wright, 45, pioneer aviator and joint inventor of the Wright aeroplane, dies at his home in Dayton, Ohio.

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

"H. C.," San Saba, Tex.—"Is it permissible to use in one sentence verbs that indicate different periods of time, or is the rule regarding the sequence of tenses one that has no exceptions? For instance, 'I was glad to receive the book, and I appreciate your efforts in the matter.' Is this combination of tenses permissible?"

When two verbs are used in the same relation in a construction, the rule is that they must be in the same tense and mood, but when verbs in different clauses, having different constructions and relations in the sentence, are connected by a conjunction, they may be in different moods and tenses. The reason for this is that in the first instance two words are joined by the conjunction, while in the second instance two sentences are joined. In the compound sentence submitted, it is therefore permissible to use verbs of different tenses.

"A. B. M.," Berwind, W. Va.—"The following sentence was uttered in conversation, and its correctness was questioned: 'I do not think that No. 16 carries but one Pullman.' If it is incorrect, kindly indicate the error and explain the proper construction."

According to this wording of the sentence, the person speaking thinks that No. 16 carries more than one Pullman, and if this is really the thought to be conveyed, the sentence is correct. But if it is the person's thought that the train carries no more than one Pullman, this wording does not properly express it. "But" is here used in the sense of "no more than, only," and thus serves to limit the number of objects to the figure mentioned. When the adverb "not" is combined with it, however, the idea of limitation is no longer conveyed, and the thought then is that the number exceeds the figure specified.

"F. R. G.," Hubbardston, Mass.—"Kindly indicate the proper use of the words 'in' and 'into' in the following sentences: 'He is planning to go in town on Monday.' 'She is undecided whether or not she will go down in Maine on Saturday.'"

That "into" is the correct preposition to use in the first sentence, may be seen from these quotations from Fernald's "Connectives of English Speech": "Into is the preposition of tendency, as in is of position or situation. . . . Into indicates motion, change, entrance, in a more marked degree than in." Thus, in the first sentence, "into" should be used to convey properly the idea of motion toward and in the place mentioned. "Down in Maine" is an expression that closely approaches a colloquialism, similar to "down-east," and one that does not lend itself to critical analysis, but rather must be accepted as a phrase that conveys its meaning in its own peculiar way without a strict regard for grammatical precision.

"D. L. B.," Verona, Neb.—"Please give the translation of the phrase 'Non ti scordar di me,' from Meredith's *Aur. Italiens*."

A translation of this reads, "Do not forget me."

"R. H. B.," Wilmington, N. C.—"In the sentence, 'This is his second visit, he having been here before,' is the pronoun 'he' correctly used?"

This is the correct form of the pronoun to use. Fernald's "Working Grammar of the English Language" states that "a noun or pronoun used with a participle and not itself the subject of a finite verb, nor the object of any verb, participle, or preposition, is said to be in the nominative case absolute, or to be the nominative absolute."

A Soft Answer.—"You seem to be an able-bodied man. You ought to be strong enough to work."

"I know, mum. And you seem to be beautiful enough to go on the stage, but evidently you prefer the simple life."

After that speech he got a square meal and no reference to the woodpile.—*Detroit Free Press*.

Speedwell

In this car every
vital feature is perfected

Many motorists feel that though the average car is in many respects strong and trustworthy and efficient, yet it lacks in some one or more instances—differing with the various makes of cars—certain vital features that make for the pleasurable enjoyment of motoring.

“Must we go to the extremely high priced cars to get a thoroughly good car in *every* respect?” they say. And our answer is “No!” For in the Speedwell is found *every* requisite of design, power, finish, appearance, comfort and durability that is possible in motor cars, irrespective of price.

Ride in the Speedwell and learn by personal experience how its nicely balanced design, its exact precision of action is carried to a degree of perfection that realizes your motor car ideal.

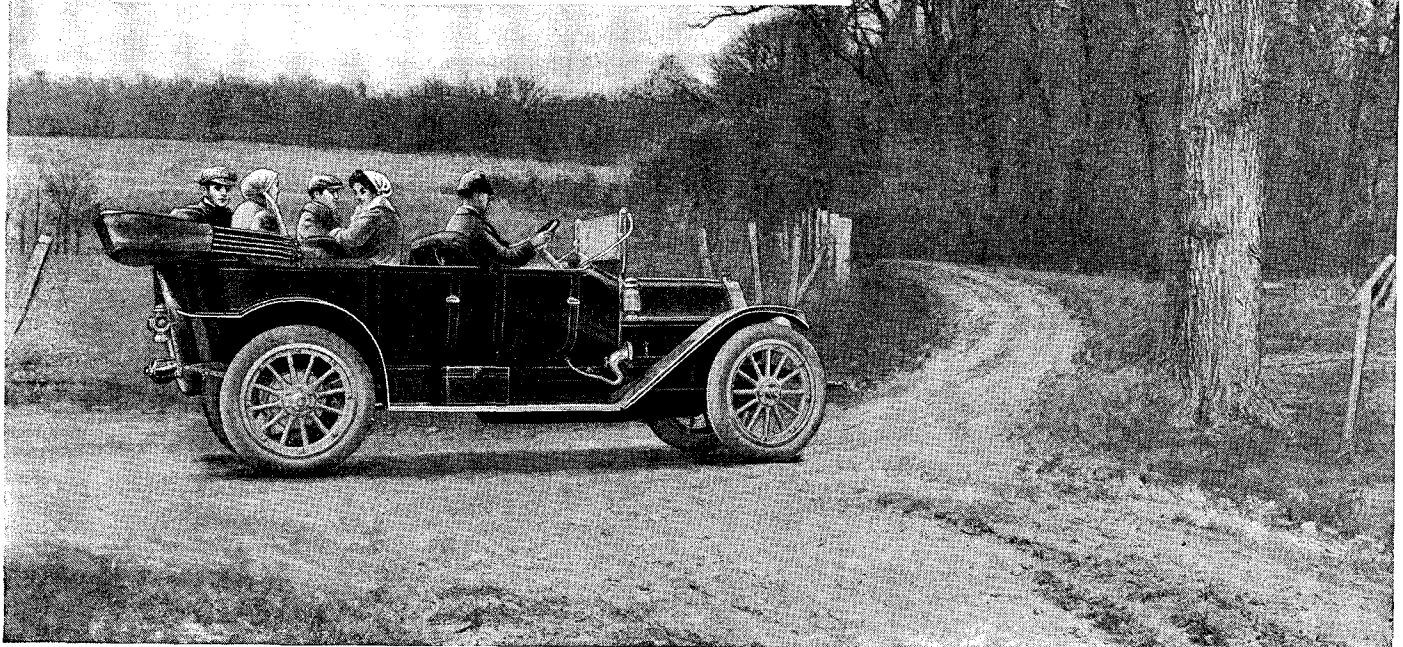
One standard chassis for all models—50 H. P. motor; 123-inch wheel base; 36-inch wheels; equipment complete and of finest grade; self-starter included.

Literature upon request

THE SPEEDWELL MOTOR CAR COMPANY

530 Essex Avenue, Dayton, Ohio

Car illustrated is seven-passenger touring model





A New Pattern—OLD COLONY

The Old Colony is the highest achievement attained in silver plated ware. The design possesses individuality without sacrifice of simplicity or purity of outline. The pierced handle deserves especial attention. Appropriate for any time and place, it is pre-eminently fitted for Colonial and Old English dining rooms. Like all

1847 ROGERS BROS. 

"Silver Plate that Wears"

it is made in the heaviest grade of silver plate, and is backed by the largest makers in the world, with an unqualified guarantee made possible by the actual test of 65 years.

Sold by all leading dealers. Send for illustrated catalogue "T-81"

MERIDEN BRITANNIA COMPANY, Meriden, Conn.

(International Silver Co., Successor)

New York

Chicago

San Francisco

Hamilton, Canada